

BRADSHAW'S
Railway Companion

CONTAINING
THE TIMES OF DEPARTURE,
FARES, &c.
OF THE RAILWAYS IN GREAT BRITAIN
AND IRELAND,

AND ALSO
Hackney Coach Fares,
FROM THE PRINCIPAL RAILWAY STATIONS

ILLUSTRATED WITH
MAPS OF THE COUNTRY THROUGH WHICH THE
RAILWAYS PASS,

AND PLANS OF
LONDON, BIRMINGHAM, BRISTOL
LIVERPOOL, AND MANCHESTER.

~~~~~  
PRICE ONE SHILLING.  
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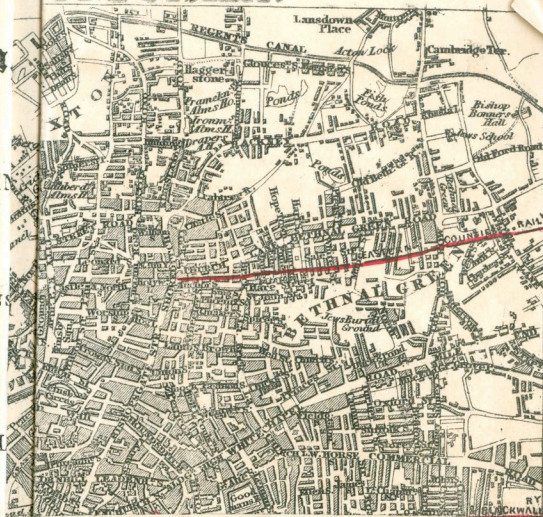
LONDON :

S. E. Mayhew, 62, Union St. Somers Town

AND SOLD BY ALL BOOKSELLERS & RAILWAY COMPANIES

~~~~~  
1842.

**LONDON, EAST.**





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LONDON, WEST.



LONDON, EAST.



City of London  
City and Liberties of Westminster  
Borough of Southwark

Scale of Half a Mile



1054

**NOTICE TO THE PUBLIC.**

*The Time Tables forming this little Work are arranged as a Sheet, and published, with the assistance of the Railway Companies, on the 1st of every Month, price 3d. Parties desirous of keeping the Companion correct may be enabled to do so, by purchasing one of those Sheets and substituting the Tables, in which alterations are made, for those in the Work.*

*The names of such Tables as have undergone a change will be mentioned at the foot of the Sheet*







## LONDON AND BIRMINGHAM.

| Distances from<br>Birm'g. sta.               | UP<br>TRAINS.        | 6½    | 7½    | 7     | 11    | 8½          | 10    | 12    | 1½    | 4     | 2 <sup>20</sup> | 4         | 6     | 12         | 1     | FARES.                                  |                                |                               |                          |  |
|----------------------------------------------|----------------------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-----------------|-----------|-------|------------|-------|-----------------------------------------|--------------------------------|-------------------------------|--------------------------|--|
|                                              |                      | a.m.  | a.m.  | a.m.  | a.m.  | a.m.        | a.m.  | noon  | p.m.  | p.m.  | p.m.            | p.m.      | p.m.  | p.m.       | a.m.  |                                         |                                |                               |                          |  |
|                                              | STATIONS             | mixed | mixed | mixed | mixed | * ml. 1 cl. | mixed | mixed | mixed | mixed | 3rd class       | 1st class | mixed | * ml. mxd. | mixed | 4 inside by day, or 1 cl. 6 in by night | 1st cls. car. 6 inside by day. | 2nd cls. car closed by night. | 2nd cls. car. openly day |  |
| Mls.                                         | BIRMINGHAM ..        | ..    | ..    | 7 0   | ..    | 8 30        | 10 0  | 12 0  | 1 15  | ..    | 2 20            | 4 0       | 6 0   | 12 0       | ..    | s. d.                                   | s. d.                          | s. d.                         | s. d.                    |  |
| 9½                                           | Hampton (Dby. Jn.)   | ..    | ..    | 7 20  | ..    | ..          | 10 20 | 12 20 | 1 35  | ..    | 2 54            | ..        | 6 19  | ..         | ..    | ..                                      | 2 6                            | ..                            | 1 0                      |  |
| 18½                                          | COVENTRY .....       | ..    | ..    | 7 47  | ..    | 9 12        | 10 47 | 12 47 | 2 4   | ..    | 3 29            | 4 47      | 6 45  | 12 47      | ..    | 5 0                                     | 4 6                            | 4 0                           | 3 0                      |  |
| 23½                                          | Brandon .....        | ..    | ..    | 8 5   | ..    | ..          | ..    | 1 5   | ..    | ..    | 3 47            | ..        | 7 3   | ..         | ..    | ..                                      | 6 0                            | ..                            | 4 0                      |  |
| 29½                                          | RUGBY (Mid. C. J.)   | ..    | ..    | 8 23  | ..    | 9 43        | 11 17 | 1 23  | 2 35  | 4 0   | 4 13            | 5 17      | 7 18  | 1 23       | 1 5   | 8 6                                     | 8 0                            | 6 6                           | 5 0                      |  |
| 37                                           | Crick and Welton ..  | ..    | ..    | 8 50  | ..    | ..          | ..    | 1 50  | ..    | ..    | 4 41            | ..        | 7 42  | ..         | ..    | ..                                      | 10 0                           | ..                            | 6 6                      |  |
| 42½                                          | Weedon .....         | ..    | ..    | 9 4   | ..    | 10 18       | 11 54 | 2 4   | 3 11  | 4 30  | 5 4             | 5 54      | 7 56  | 2 4        | 1 40  | 12 6                                    | 11 6                           | 9 6                           | 7 6                      |  |
| 49½                                          | BLISWORTH .....      | ..    | ..    | 9 27  | ..    | 10 40       | 12 15 | 2 28  | 3 35  | 4 52  | 5 28            | 6 16      | 8 17  | 2 28       | 2 0   | 14 6                                    | 13 0                           | 11 0                          | 8 6                      |  |
| 52½                                          | Roads .....          | ..    | 7 30  | 9 35  | ..    | ..          | ..    | 2 38  | ..    | ..    | 5 37            | ..        | 8 27  | ..         | ..    | ..                                      | 14 0                           | ..                            | 9 6                      |  |
| 59½                                          | WOLVERTON .....      | 6 45  | 8 0   | 9 55  | ..    | 11 5        | 12 40 | 3 0   | 4 0   | 5 17  | 6 50            | 6 40      | 8 45  | 2 55       | 2 30  | 17 6                                    | 16 0                           | 13 6                          | 10 6                     |  |
| 65½                                          | Bletchley & F. Strd. | 6 58  | 8 14  | 10 21 | ..    | ..          | ..    | 3 26  | ..    | ..    | 7 20            | ..        | ..    | ..         | ..    | ..                                      | 17 6                           | ..                            | 12 0                     |  |
| 71½                                          | LEIGHTON .....       | 7 14  | 8 30  | 10 37 | ..    | ..          | 1 16  | 3 42  | ..    | ..    | 7 40            | 7 16      | 9 21  | ..         | ..    | ..                                      | 19 0                           | ..                            | 12 6                     |  |
|                                              | Aylesbury .....      | 7 0   | ..    | ..    | 11 0  | ..          | ..    | ..    | ..    | ..    | ..              | 6 45      | ..    | ..         | ..    | ..                                      | ..                             | ..                            | ..                       |  |
| 80½                                          | TRING .....          | 7 41  | 8 57  | 11 5  | 11 26 | 12 6        | 1 42  | 4 11  | 5 0   | 6 17  | 8 10            | 7 42      | 9 46  | 4 1        | 3 35  | 23 6                                    | 21 6                           | 18 0                          | 14 6                     |  |
| 84½                                          | Berkhamstead .....   | 7 54  | 9 9   | 11 16 | 11 39 | ..          | ..    | 4 25  | ..    | ..    | 8 22            | ..        | ..    | ..         | ..    | ..                                      | 22 6                           | ..                            | 15 0                     |  |
| 87½                                          | Boxmoor .....        | 8 4   | 9 19  | 11 25 | 11 49 | ..          | ..    | 4 34  | ..    | ..    | 8 32            | ..        | ..    | ..         | ..    | ..                                      | 23 6                           | ..                            | 15 6                     |  |
| 91½                                          | Kings Langley .....  | 8 12  | 9 27  | ..    | 11 57 | ..          | ..    | ..    | ..    | ..    | 8 42            | ..        | ..    | ..         | ..    | ..                                      | 24 0                           | ..                            | 16 6                     |  |
| 94½                                          | WATFORD .....        | 8 21  | 9 36  | 11 40 | 12 7  | 12 35       | 2 11  | 4 49  | ..    | 6 45  | 8 52            | 8 11      | 10 15 | ..         | ..    | 27 6                                    | 25 6                           | 21 0                          | 17 0                     |  |
| 100½                                         | Harrow .....         | 8 39  | 9 54  | 11 55 | 12 24 | ..          | ..    | 5 7   | ..    | ..    | 9 10            | ..        | ..    | ..         | ..    | ..                                      | 27 0                           | ..                            | 18 0                     |  |
| 106½                                         | Willesden .....      | 8 49  | 10 4  | ..    | 12 34 | ..          | ..    | ..    | ..    | ..    | 9 20            | ..        | ..    | ..         | ..    | ..                                      | ..                             | ..                            | ..                       |  |
| 112½                                         | LONDON .....         | 9 30  | 10 30 | 12 45 | 1 15  | 1 30        | 3 15  | 6 0   | 6 30  | 7 45  | 10 0            | 9 15      | 11 15 | 5 30       | 5 0   | 32 6                                    | 30 0                           | 25 0                          | 20 0                     |  |
| The 3rd class train takes passengers direct. |                      |       |       |       |       |             |       |       |       |       |                 |           |       |            |       |                                         |                                |                               |                          |  |

The 3rd class train takes passengers, private carriages, and horses, at the following charges—From Birmingham to London, Passengers 14s. carriages £3, horse boxes £4 and in proportion for intermediate stations.

**Sunday Trains.**—Mixed 8 $\frac{1}{2}$ \* mail a.m. Mixed 1 $\frac{1}{2}$ \*† p.m., mail mixed 12,\*§ (& 1 † a.m. from Rugby), from Wolverton 6 $\frac{1}{2}$  a.m. from Aylesbury 7 p.m.

\* Trains in conjunction with the Grand Junction, Liverpool and Manchester. † Trains in conjunction with the Birmingham and Derby Junction, ‡ Trains in conjunction with the North Midland. § Trains in conjunction with the North Union and Lancaster and Preston Junction. || Trains in conjunction with the Midland Counties, Leicester, Nottingham and Derby.

Passengers are especially recommended to have their names and address, or destination, *legibly written* on each part of their luggage, when it will be placed on the top of the coach in which they ride. If the passenger be destined to Liverpool or Manchester, and have booked his place through, his luggage will be placed on the Liverpool or Manchester coach, and will not be disturbed until it reach its destination; and to prevent mistake the passenger should show his ticket to the porters, and see that his luggage is placed on the proper coach. No private carriages or horses can be conveyed by the night mail trains, up or down, nor by the down day mail train.

A passenger having paid his fare, and taken out a ticket, may go by any of the trains of *that day*, but the ticket will not be available on the following day unless under special circumstances, when it may be exchanged for a new pass for the day required.

The Eagle coach through Bedford to Cambridge leaves Weedon station, after the arrival of the first Midland Counties up train, six minutes before 12, and arrives at Cambridge at 7 the same evening.

Carriages, Trucks, and Horse Boxes are kept at the principal stations; but to prevent possibility of disappointment, it is requisite that one day's previous notice be given whenever they are required.



| Dis-<br>tance     | DOWN TRAINS.<br>STATIONS.     | 3 $\frac{1}{2}$ | 6     | 11    | 8     | 9    | 10 $\frac{1}{2}$ | 1     | 12    | 1 $\frac{1}{2}$ | 2    | 4    | 4 $\frac{1}{2}$ | 5    | 5 $\frac{1}{2}$ | 7 $\frac{1}{2}$ | 8 55       | GOODS           |                 |
|-------------------|-------------------------------|-----------------|-------|-------|-------|------|------------------|-------|-------|-----------------|------|------|-----------------|------|-----------------|-----------------|------------|-----------------|-----------------|
|                   |                               | a.m.            | a.m.  | a.m.  | a.m.  | a.m. | a.m. mail.       | a.m.  | noon. | p.m.            | p.m. | p.m. | p.m.            | p.m. | p.m.            | p.m.            | p.m. mail. | a.m.            | p.m.            |
| Mis.              | PADDINGTON ..                 | ..              | 6 0   | ..    | 8 0   | 9 0  | 10 15            | 11 0  | 12 0  | 1 30            | 2 0  | 4 0  | 4 30            | 5 0  | 5 30            | 7 30            | 8 55       | 4 $\frac{1}{2}$ | 9 $\frac{1}{2}$ |
| 5 $\frac{1}{2}$   | Ealing .....                  | ..              | ..    | ..    | ..    | 9 11 | ..               | 11 1  | ..    | 1 41            | ..   | 4 11 | 4 41            | ..   | 5 41            | 7 41            | ..         | ..              | ..              |
| 7 $\frac{1}{2}$   | Hanwell .....                 | ..              | ..    | ..    | ..    | 9 15 | ..               | 11 5  | ..    | 1 45            | ..   | 4 16 | 4 45            | ..   | 5 46            | 7 46            | ..         | ..              | ..              |
| 9                 | Southall .....                | ..              | W     | ..    | ..    | 9 20 | ..               | 11 10 | ..    | 1 50            | ..   | 4 20 | 4 50            | ..   | 5 50            | 7 50            | ..         | W               | ..              |
| 13                | West Drayton ..               | ..              | ..    | ..    | S     | 9 29 | ..               | 11 19 | ..    | 1 59            | ..   | 4 30 | 4 59            | ..   | 6 0             | 8 0             | 9 20       | 5 24            | ..              |
| 18                | SLOUGH .....                  | ..              | 6 35  | ..    | 8 38  | 9 40 | 10 53            | 11 29 | 12 38 | 2 15            | 2 38 | 4 42 | 5 15            | 5 38 | 6 12            | 8 12            | 9 30       | 5 44            | 10 30           |
| 22 $\frac{1}{2}$  | MAIDENHEAD ..                 | ..              | 6 45  | ..    | 8 48  | 9 55 | 11 3             | 11 50 | ..    | 2 50            | 4 52 | ..   | ..              | ..   | 6 30            | 8 22            | 9 42       | 6 0             | ..              |
| 30 $\frac{1}{2}$  | Twyford .....                 | ..              | ..    | ..    | 9 5   | ..   | ..               | ..    | 1 12  | ..              | 3 8  | 5 10 | ..              | ..   | ..              | 8 22            | ..         | 6 30            | ..              |
| 35 $\frac{1}{2}$  | READING .....                 | ..              | 7 15  | ..    | 9 18  | ..   | 11 35            | ..    | 1 25  | ..              | 3 22 | 5 25 | ..              | 6 15 | ..              | 8 55            | 10 10      | 7 20            | 11 36           |
| 41 $\frac{1}{2}$  | Pangbourne .....              | ..              | ..    | ..    | 9 32  | ..   | ..               | ..    | 1 42  | ..              | ..   | ..   | ..              | 6 27 | ..              | 9 10            | ..         | 7 40            | ..              |
| 44 $\frac{1}{2}$  | Goring .....                  | ..              | 7 33  | ..    | ..    | ..   | 11 53            | ..    | ..    | ..              | ..   | ..   | ..              | ..   | ..              | 9 18            | ..         | ..              | ..              |
| 47 $\frac{1}{2}$  | Wallingford Road..            | ..              | ..    | ..    | 9 46  | ..   | ..               | ..    | 1 56  | ..              | 3 45 | ..   | ..              | 6 40 | ..              | 9 27            | 10 35      | ..              | 12 19           |
| 56 $\frac{1}{2}$  | STEVENTON .....               | ..              | 7 55  | ..    | 10 5  | ..   | 12 18            | ..    | 2 15  | ..              | 4 3  | ..   | ..              | 6 58 | ..              | 9 45            | 10 52      | 8 30            | 12 50           |
| 63 $\frac{1}{2}$  | Faringdon Road....            | ..              | 8 10  | ..    | ..    | ..   | 12 33            | ..    | ..    | ..              | 4 18 | ..   | ..              | 7 14 | ..              | 10 0            | 11 7       | ..              | 1 19            |
| 71 $\frac{1}{2}$  | Shrivenham .....              | ..              | ..    | ..    | 10 35 | ..   | ..               | ..    | 2 45  | ..              | 4 36 | ..   | ..              | ..   | ..              | 10 15           | ..         | 9 30            | ..              |
| 77                | Swindon (Junction.)           | ..              | 8 35  | ..    | 10 45 | ..   | 1 0              | ..    | 2 58  | ..              | 4 50 | ..   | ..              | 7 40 | ..              | 10 30           | 11 35      | 10 0            | 2 15            |
|                   | Dep. for Cheltenham           | ..              | 9 0   | ..    | 10 57 | ..   | 1 12             | ..    | 3 10  | ..              | 5 2  | ..   | ..              | 7 52 | ..              | 11 47           | 10 57      | 9 0             | ..              |
|                   | 81 $\frac{1}{2}$ Purton ..... | ..              | 9 10  | ..    | ..    | ..   | 1 22             | ..    | 3 20  | ..              | 5 12 | ..   | ..              | ..   | ..              | ..              | ..         | 9 10            | ..              |
|                   | 85 $\frac{1}{2}$ Minety ..... | ..              | 9 20  | ..    | 11 15 | ..   | 1 33             | ..    | 3 30  | ..              | 5 22 | ..   | ..              | 8 10 | ..              | ..              | 11 15      | 9 20            | ..              |
|                   | 95 Cirencester ....           | ..              | 9 50  | ..    | 11 45 | ..   | 1 57             | ..    | 3 55  | ..              | 5 48 | ..   | ..              | 8 38 | ..              | 12 30           | 11 45      | 9 50            | ..              |
| 77                | Swindon, Junc. (depr          | ..              | 8 45  | ..    | 10 55 | ..   | 1 10             | ..    | 3 8   | ..              | 5 0  | ..   | ..              | 7 52 | ..              | 11 45           | 11 10      | 2 30            | ..              |
| 82 $\frac{1}{2}$  | WOOT. BASSET..                | ..              | 8 58  | ..    | ..    | ..   | ..               | ..    | 3 20  | ..              | 5 13 | ..   | ..              | 8    | ..              | ..              | 11 40      | 3 0             | ..              |
| 93 $\frac{1}{2}$  | CHIPPENHAM .....              | ..              | 9 23  | ..    | 11 30 | ..   | 1 40             | ..    | 3 45  | ..              | 5 35 | ..   | ..              | 8 25 | ..              | 12 15           | 12 30      | 3 45            | ..              |
| 98 $\frac{1}{2}$  | Corsham .....                 | ..              | 9 33  | ..    | 11 40 | ..   | ..               | ..    | 3 55  | ..              | ..   | ..   | ..              | 8 35 | ..              | ..              | ..         | ..              | ..              |
| 101 $\frac{1}{2}$ | Box .....                     | ..              | 9 43  | ..    | ..    | p.m. | ..               | ..    | ..    | ..              | 5 55 | ..   | ..              | ..   | ..              | ..              | ..         | ..              | ..              |
| 106 $\frac{1}{2}$ | BATH .....                    | 8 20            | 9 55  | 11 0  | 12 3  | 1 0  | 2 5              | ..    | 4 15  | 5 30            | 6 10 | 8 0  | ..              | 9 0  | 10 0            | ..              | 12 45      | 1 10            | 4 30            |
| 108 $\frac{1}{2}$ | Twerton .....                 | ..              | 10 0  | ..    | ..    | 1 5  | ..               | ..    | ..    | 5 35            | ..   | ..   | ..              | ..   | 10 5            | ..              | ..         | ..              | ..              |
| 111 $\frac{1}{2}$ | Saltford .....                | 8 33            | ..    | 11 13 | ..    | 1 13 | ..               | ..    | ..    | 5 43            | ..   | 8 13 | ..              | ..   | ..              | ..              | ..         | ..              | ..              |
| 113 $\frac{1}{2}$ | Keynsham .....                | 8 40            | 10 15 | 11 20 | ..    | 1 20 | ..               | ..    | ..    | 5 50            | ..   | 8 19 | ..              | ..   | 10 19           | ..              | ..         | ..              | ..              |
| 118 $\frac{1}{2}$ | BRISTOL, arrival..            | 8 50            | 10 30 | 11 30 | 12 30 | 1 30 | 2 30             | ..    | 4 45  | 6 0             | 6 40 | 8 29 | ..              | 9 25 | 10 29           | ..              | 1 10       | 1 55            | 5 20            |
|                   | BRISTOL, depart..             | 9 0             | 10 50 | ..    | 12 40 | ..   | 2 40             | 4 0   | 5 0   | ..              | 7 0  | ..   | ..              | ..   | ..              | ..              | 1 20       | 7 0             | 9 0             |
| 126 $\frac{1}{2}$ | Calling at Nailsea ..         | 9 20            | 11 8  | ..    | 12 57 | ..   | ..               | 4 18  | 5 18  | ..              | 7 19 | ..   | ..              | ..   | ..              | ..              | ..         | 7 19            | 9 20            |
| 130 $\frac{1}{2}$ | Clevedon Rd. at Yatt          | 9 30            | 11 18 | ..    | 1 5   | ..   | 3 3              | 4 28  | 5 26  | ..              | 7 28 | ..   | ..              | ..   | ..              | ..              | ..         | 7 28            | 9 30            |
| 133 $\frac{1}{2}$ | Banwell .....                 | ..              | 11 25 | ..    | ..    | ..   | ..               | 4 35  | ..    | ..              | 7 35 | ..   | ..              | ..   | ..              | ..              | ..         | 7 35            | ..              |
| 136 $\frac{1}{2}$ | WESTON SUPER..                | 9 48            | 11 35 | ..    | 1 20  | ..   | 3 16             | 4 48  | 5 40  | ..              | 7 45 | ..   | ..              | ..   | ..              | ..              | ..         | 7 45            | 9 45            |
| 145 $\frac{1}{2}$ | Highbidge .....               | 10 6            | 11 53 | ..    | ..    | ..   | 3 34             | 5 6   | 5 56  | ..              | 8 15 | ..   | ..              | ..   | ..              | ..              | ..         | 8 15            | 10 6            |
| 151 $\frac{1}{2}$ | BRIDGEWATER .....             | 10 20           | 12 10 | ..    | 1 50  | ..   | 3 45             | 5 20  | 6 10  | ..              | 8 25 | ..   | ..              | ..   | ..              | ..              | 2 30       | 8 25            | 10 20           |
| 1 2 $\frac{1}{2}$ | Taunton .....                 | 10 45           | 12 35 | ..    | 2 20  | ..   | 4 10             | 5 45  | 6 35  | ..              | 8 55 | ..   | ..              | ..   | ..              | ..              | 2 55       | 8 55            | 10 45           |

**On Sundays.**—From Paddington and Cirencester to Taunton, mail, at 10 15 a.m., 2, and mail 8 55 p.m.; from Paddington to Reading, at 9 a.m. from Paddington to Maidenhead, at 5 p.m.; from Paddington to Slough, at 8 55 a.m.; from Swindon Junction to Taunton, at 8 55 a.m.; from Bath to Taunton at 8 20 a.m.; from Bath to Bristol, at 5, and 9 30 p.m.

N.B. Taunton is about 30 miles from Exeter, and 79 miles from Plymouth; Cirencester is 15 miles from Cheltenham, 12 from Stroud, and 17 from Gloucester. \* The 10 50 train from Bristol is a mail train. Trains will stop on particular days as indicated by their initials.



| Dis-<br>tance.    | UP TRAINS.<br>STATIONS. | 7 $\frac{1}{2}$ | 9    | 7 $\frac{1}{2}$ | 7     | 7 40  | 8 40  | 7 $\frac{1}{2}$ | 9 $\frac{1}{2}$ | 12    | 11 $\frac{1}{2}$ | 5 $\frac{1}{2}$ | 12 $\frac{1}{2}$ | 2    | 4 $\frac{1}{2}$ | 7    | 6 $\frac{1}{2}$ | 11 $\frac{1}{2}$ | GOODS.          |                 |
|-------------------|-------------------------|-----------------|------|-----------------|-------|-------|-------|-----------------|-----------------|-------|------------------|-----------------|------------------|------|-----------------|------|-----------------|------------------|-----------------|-----------------|
|                   |                         | a.m.            | a.m. | a.m.            | a.m.  | a.m.  | mail. | a.m.            | a.m.            | a.m.  | p.m.             | p.m.            | mail.            | p.m. | p.m.            | a.m. | p.m.            | p.m.             | a.m.            | p.m.            |
|                   | TAUNTON .....           | ..              | ..   | ..              | ..    | ..    | ..    | 7 30            | 9 15            | ..    | 11 15            | ..              | 12 30            | 2 30 | 4 15            | ..   | 6 30            | 11 15            | 7 $\frac{1}{2}$ | 6 $\frac{1}{2}$ |
| 11 $\frac{1}{2}$  | BRIDGEWATER ..          | ..              | ..   | ..              | ..    | ..    | ..    | 8 0             | 9 35            | ..    | 11 35            | ..              | 12 50            | 2 55 | 4 35            | ..   | 7 0             | 11 40            | 8 0             | 7 0             |
| 17 $\frac{1}{2}$  | HIEREBRIDGE ..          | ..              | ..   | ..              | ..    | ..    | ..    | 8 14            | 9 49            | ..    | ..               | ..              | 1 4              | 3 10 | 4 49            | ..   | 7 16            | ..               | 8 14            | 7 16            |
| 27 $\frac{1}{2}$  | WEST. SU MARE ..        | ..              | ..   | ..              | ..    | ..    | ..    | 8 20            | 9 40            | ..    | 11 25            | ..              | 1 10             | 3 20 | 4 40            | ..   | 7 25            | ..               | 8 20            | 7 25            |
| 29                | BANWELL .....           | ..              | ..   | ..              | ..    | ..    | ..    | 8 42            | ..              | ..    | 12 15            | ..              | ..               | 3 42 | ..              | ..   | ..              | ..               | 8 42            | ..              |
| 32 $\frac{1}{2}$  | CLEVEDON R. (Yat.)      | ..              | ..   | ..              | ..    | ..    | ..    | 8 50            | 10 20           | ..    | 12 22            | ..              | 1 38             | 3 50 | 5 20            | ..   | 7 55            | ..               | 8 50            | 7 55            |
| 36 $\frac{1}{2}$  | Nailsea .....           | ..              | ..   | ..              | ..    | ..    | ..    | 8 58            | 10 28           | ..    | ..               | ..              | 1 46             | 3 58 | ..              | ..   | 8 10            | ..               | 8 58            | 8 10            |
|                   | BRISTOL, arrival ..     | ..              | ..   | ..              | ..    | ..    | ..    | 9 20            | 10 50           | ..    | 12 50            | ..              | 2 10             | 4 20 | 5 50            | ..   | 8 40            | 12 50            | 9 20            | 8 40            |
| 44 $\frac{1}{2}$  | „ departure .....       | ..              | ..   | ..              | 7 0   | 7 40  | 8 4   | 10 0            | 11 0            | 12 0  | ..               | ..              | 2 30             | 4 30 | 6 0             | 7 0  | 9 0             | 1 0              | 2 45            | 10 0            |
| 49 $\frac{1}{2}$  | Keynsham .....          | ..              | ..   | ..              | ..    | 7 50  | ..    | 10 10           | ..              | 12 10 | ..               | ..              | 2 40             | 4 40 | ..              | 7 10 | 9 10            | ..               | ..              | ..              |
| 51 $\frac{1}{2}$  | Saltford .....          | ..              | ..   | ..              | ..    | ..    | ..    | 10 15           | ..              | 12 16 | ..               | ..              | ..               | 4 45 | ..              | 7 16 | 9 16            | ..               | ..              | ..              |
| 54 $\frac{1}{2}$  | Twerton .....           | ..              | ..   | ..              | ..    | 8 0   | ..    | ..              | ..              | 12 22 | ..               | ..              | ..               | 4 52 | ..              | 7 22 | ..              | ..               | ..              | ..              |
| 56                | BATH .....              | ..              | ..   | ..              | 7 25  | 8 5   | 9 4   | 10 28           | 11 25           | 12 30 | 1 25             | ..              | 2 57             | 4 58 | 6 25            | 7 30 | 9 30            | 1 20             | 3 30            | 10 45           |
| 61                | Box .....               | ..              | ..   | ..              | 7 36  | ..    | 9 18  | ..              | 1 40            | ..    | 1 40             | ..              | 3 8              | ..   | 6 37            | ..   | ..              | ..               | ..              | ..              |
| 64 $\frac{1}{2}$  | Corsham .....           | ..              | ..   | ..              | 7 49  | ..    | 9 28  | ..              | 1 52            | ..    | 1 50             | ..              | 3 22             | ..   | 6 50            | ..   | ..              | ..               | ..              | ..              |
| 69                | CHIPPENHAM .....        | ..              | ..   | ..              | 8 2   | ..    | 9 40  | ..              | 2 2             | ..    | 3 34             | ..              | ..               | 7 2  | ..              | ..   | 1 50            | 4 20             | 11 30           | ..              |
| 80                | WOOTEN BASSETT ..       | ..              | ..   | ..              | ..    | ..    | 10 4  | ..              | 1 30            | ..    | ..               | ..              | 3 58             | ..   | ..              | ..   | ..              | 5                | 012             | 20              |
| 103 $\frac{1}{2}$ | CIRENCESTER .....       | ..              | ..   | ..              | 7 50  | ..    | 9 30  | ..              | 12 0            | ..    | 1 35             | ..              | 3 20             | ..   | 6 45            | ..   | 1 40            | 3 20             | 1 40            | ..              |
| 94                | MINETY .....            | ..              | ..   | ..              | 8 15  | ..    | ..    | ..              | 11 22           | ..    | 2 0              | ..              | 3 50             | ..   | 7 10            | ..   | ..              | 3 50             | ..              | ..              |
| 90                | Purton .....            | ..              | ..   | ..              | 8 23  | ..    | 10 5  | ..              | ..              | ..    | 2 40             | ..              | 4 0              | ..   | 7 20            | ..   | ..              | ..               | ..              | ..              |
| 85 $\frac{1}{2}$  | SWINDON Jn. arri.       | ..              | ..   | ..              | 8 37  | ..    | 10 18 | ..              | 12 45           | ..    | 2 30             | ..              | 4 10             | ..   | 7 35            | ..   | 2 25            | 5 20             | 2 25            | ..              |
|                   | „ depart. ....          | ..              | ..   | 7 30            | 8 47  | ..    | 10 28 | ..              | 12 55           | ..    | 2 40             | ..              | 4 20             | ..   | 7 45            | ..   | 2 35            | 5 40             | 2 40            | ..              |
| 91 $\frac{1}{2}$  | SHRIVENHAM .....        | ..              | ..   | 7 42            | ..    | ..    | 10 40 | ..              | 8               | ..    | ..               | ..              | 4 32             | ..   | ..              | ..   | ..              | 6 5              | ..              | ..              |
| 99                | FARINGDON ROAD ..       | ..              | ..   | 7 58            | ..    | ..    | 10 55 | ..              | ..              | ..    | 3 5              | ..              | ..               | 8 10 | ..              | ..   | 3 0             | 6 35             | ..              | ..              |
| 106 $\frac{1}{2}$ | STEVENTON .....         | ..              | ..   | 8 12            | 9 27  | ..    | 11 10 | ..              | 137             | ..    | 3 20             | ..              | 5 0              | ..   | 8 25            | ..   | 3 18            | 7 15             | 4 0             | ..              |
| 115 $\frac{1}{2}$ | WALLINGFORD Rd.         | ..              | ..   | 8 30            | 9 46  | ..    | ..    | ..              | 55              | ..    | ..               | ..              | 5 18             | ..   | ..              | ..   | 3 36            | 7 45             | 4 30            | ..              |
| 118 $\frac{1}{2}$ | Goring .....            | ..              | ..   | 8 38            | ..    | ..    | 11 32 | ..              | ..              | ..    | ..               | ..              | 5 25             | ..   | ..              | ..   | ..              | ..               | ..              | ..              |
| 121 $\frac{1}{2}$ | PANGBOURNE .....        | ..              | ..   | 8 46            | 9 57  | ..    | ..    | ..              | ..              | 3 50  | ..               | ..              | ..               | 8 55 | ..              | ..   | ..              | 8 10             | ..              | ..              |
| 127               | READING .....           | 7 30            | ..   | 9 0             | 10 10 | ..    | 11 50 | ..              | 2 20            | ..    | 4 5              | ..              | 5 43             | ..   | 9 10            | ..   | 4 0             | 9 20             | 5 10            | ..              |
| 132               | TWYFORD .....           | 7 40            | ..   | 9 10            | 10 20 | ..    | ..    | ..              | 2 35            | ..    | ..               | ..              | 5 55             | ..   | 9 22            | ..   | ..              | 10 5             | ..              | ..              |
| 140 $\frac{1}{2}$ | MAIDENHEAD .....        | 7 56            | ..   | 9 30            | ..    | 11 15 | 12 20 | 1 45            | ..              | ..    | 4 35             | ..              | 6 12             | 8 0  | 9 38            | ..   | 4 29            | ..               | 6 0             | ..              |
| 144 $\frac{1}{2}$ | SLOUGH .....            | 8 6             | 9 0  | 9 40            | 10 44 | 11 25 | 12 30 | 2 0             | 3 5             | ..    | 4 45             | 5 30            | 6 22             | 8 15 | 9 48            | ..   | 4 40            | 10 45            | 6 30            | ..              |
| 149 $\frac{1}{2}$ | West Drayton .....      | 8 18            | 9 10 | 9 53            | ..    | 11 37 | ..    | 2 10            | ..              | ..    | ..               | 5 40            | ..               | 8 25 | ..              | ..   | 4 52            | ..               | 6 50            | ..              |
| 153 $\frac{1}{2}$ | Southall .....          | 8 28            | 9 19 | 10 3            | ..    | 11 46 | ..    | 2 19            | ..              | ..    | ..               | 5 49            | ..               | 8 35 | ..              | ..   | ..              | Tues             | ..              | ..              |
| 155 $\frac{1}{2}$ | Hanwell .....           | 8 33            | 9 24 | 10 9            | ..    | 11 51 | ..    | 2 24            | ..              | ..    | ..               | 5 54            | ..               | 8 40 | ..              | ..   | ..              | ..               | ..              | ..              |
| 157 $\frac{1}{2}$ | Ealing .....            | 8 38            | 9 28 | 10 14           | ..    | 11 56 | ..    | 2 28            | ..              | ..    | ..               | 5 58            | ..               | 8 45 | ..              | ..   | ..              | ..               | ..              | ..              |
| 162 $\frac{1}{2}$ | PADDINGTON .....        | 8 55            | 9 45 | 10 30           | 11 25 | 12 15 | 1 10  | 2 45            | 3 50            | ..    | 5 30             | 6 15            | 7 5              | 9 0  | 10 25           | ..   | 5 25            | 12 0             | 7 40            | ..              |

**On Sundays.**—From Taunton to Paddington, mail, at 6 $\frac{1}{2}$  a.m., 12.30 (mail to Bristol), & 11.15 p.m. mail; from Taunton to Bath, at 2.15 and 6 $\frac{1}{2}$  p.m.; from Bristol to Bath, at 7.40 a.m., and 6.30 p.m.; from Bristol to the Swindon Junction, at 6.30 p.m.; from Cirencester to Paddington, at 9.35 a.m., 3.20 and 1.40 a.m.; from the Swindon Junction to Paddington, at 7 a.m.; from Maidenhead to Paddington, at 7.30 p.m.; from Slough to Paddington, at 8 a.m. & 5 p.m. From Reading 9 p.m.

Post Horses are kept in readiness at the principal stations, and upon sufficient notice being given at Paddington, or at the Bull and Mouth office, St Martin's-le-Grand, would be sent to bring carriages from any part of London to the station, at a charge of 9s. west of St. Martin's Lane, and 10s. 6d. beyond it both including post-boy.



## GREAT WESTERN TABLE OF FARES.

| Paddington to     | PASSENGERS. |        |        | Carriages. |        | Horses. |                      |
|-------------------|-------------|--------|--------|------------|--------|---------|----------------------|
|                   | 1st         | 2nd    | 3rd    | 4          | 2      | Each    | Pair, same Property. |
|                   | Class.      | Class. | Class. | whl.       | whl.   |         |                      |
|                   | s. d.       | s. d.  | s. d.  | s. d.      | s. d.  | s. d.   | s. d.                |
| Ealing.....       | 1 6         | 0 9    | ..     | ..         | ..     | ..      | ..                   |
| Hanwell.....      | 2 0         | 1 0    | ..     | ..         | ..     | ..      | ..                   |
| Southall.....     | 2 6         | 1 3    | 0 9    | ..         | ..     | ..      | ..                   |
| West Drayton ..   | 3 0         | 1 6    | 1 0    | ..         | ..     | 8 0     | 13 0                 |
| Slough.....       | 4 6         | 2 6    | 1 6    | 11         | 8 0    | 9 0     | 14 0                 |
| Maidenhead ....   | 5 6         | 3 6    | 2 0    | 12         | 9      | 10 0    | 16 0                 |
| Twyford.....      | 7 0         | 5 0    | 2 6    | 16         | 12 0   | 14 0    | 24 0                 |
| Reading.....      | 8 0         | 5 6    | 3 0    | 20         | 15 0   | 16 0    | 28 0                 |
| Pangbourne ....   | 9 6         | 6 6    | 3 6    | 24         | 18 0   | 20 0    | 32 0                 |
| Goring.....       | 10 6        | 7 0    | ..     | ..         | ..     | ..      | ..                   |
| Wallingford Road  | 11 6        | 8 0    | 4 6    | 28         | 21 0   | 24 0    | 40 0                 |
| Steventon.....    | 12 6        | 8 6    | 5 0    | 32         | 24 0   | 28 0    | 48 0                 |
| Faringdon Road..  | 14 0        | 10 0   | 6 0    | 36         | 0 27 0 | 32 0    | 52 0                 |
| Shrivenham.....   | 17 0        | 12 0   | 7 6    | 39         | 0 29 0 | 35 0    | 55 0                 |
| Swindon.....      | 20 0        | 14 0   | 9 0    | 42         | 0 32 0 | 38 0    | 58 0                 |
| Purton.....       | 21 6        | 15 0   | ..     | ..         | ..     | ..      | ..                   |
| Minety.....       | 23 0        | 16 0   | 10 0   | 45         | 0 35 0 | 41 0    | 61 0                 |
| CIRENCESTER       | 25 0        | 18 0   | 11 0   | 48         | 0 38 0 | 44 0    | 64 0                 |
| Wootton Bassett.. | 22 0        | 15 6   | 9 6    | 44         | 0 34 0 | 40 0    | 60 0                 |
| Chippenhams....   | 24 6        | 17 6   | 10 6   | 47         | 0 37 0 | 43 0    | 63 0                 |
| Corsham.....      | 25 6        | 18 6   | ..     | ..         | ..     | ..      | ..                   |
| Box.....          | 26 6        | 19 0   | ..     | ..         | ..     | ..      | ..                   |
| BATH.....         | 27 6        | 19 6   | 11 6   | 53         | 43 0   | 48 0    | 68 0                 |
| Twerton.....      | 28 6        | 20 0   | ..     | ..         | ..     | ..      | ..                   |
| Saltford.....     | 29 0        | 20 6   | ..     | ..         | ..     | ..      | ..                   |
| Keynsham.....     | 29 6        | 20 6   | ..     | ..         | ..     | ..      | ..                   |
| BRISTOL.....      | 30 0        | 21 0   | 12 6   | 58         | 0 48 0 | 53 0    | 73 0                 |
| Nailsea.....      | 32 0        | 22 0   | 13 0   | ..         | ..     | ..      | ..                   |
| Clevedon Road ..  | 33 0        | 22 6   | 13 6   | 61         | 0 51 0 | 56 0    | 76 0                 |
| Banwell.....      | 34 0        | 23 6   | ..     | ..         | ..     | ..      | ..                   |
| Weston Supr Mare  | 35 0        | 24 0   | 14 6   | 64         | 0 54 0 | 59 0    | 79 0                 |
| Highbridge.....   | 36 6        | 25 6   | 15 0   | 68         | 0 57 0 | 63 0    | 83 0                 |
| Bridgewater.....  | 38 0        | 26 6   | 16 0   | 72         | 0 60 0 | 65 0    | 85 0                 |
| Taunton.....      | 41 0        | 28 6   | 17 0   | 78         | 0 65 0 | 71 0    | 92 0                 |

| Bristol to         | PASSENGERS. |        |        | Carriages. |        | Horses. |                      |
|--------------------|-------------|--------|--------|------------|--------|---------|----------------------|
|                    | 1st         | 2nd    | 3rd    | 4          | 2      | Each    | Pair, same Property. |
|                    | Class.      | Class. | Class. | whl.       | whl.   |         |                      |
|                    | s. d.       | s. d.  | s. d.  | s. d.      | s. d.  | s. d.   | s. d.                |
| Paddington.....    | 30 0        | 21 0   | 12 6   | 58         | 0 48 0 | 53      | 73                   |
| Ealing.....        | 29 0        | 21 0   | ..     | ..         | ..     | ..      | ..                   |
| Hanwell.....       | 28 0        | 20 6   | ..     | ..         | ..     | ..      | ..                   |
| Southall.....      | 27 6        | 20 0   | 12 0   | ..         | ..     | ..      | ..                   |
| W. Drayton.....    | 27 0        | 19 6   | 11 6   | ..         | ..     | ..      | ..                   |
| Slough.....        | 25 6        | 18 6   | 11 0   | 54         | 0 45 0 | 51      | 67                   |
| Maidenhead.....    | 24 6        | 17 6   | 10 6   | 51         | 0 42 0 | 46      | 63                   |
| Twyford.....       | 23 0        | 16 0   | 10 0   | 47         | 0 38 0 | 42      | 58                   |
| Reading.....       | 22 0        | 15 6   | 9 6    | 43         | 0 35 0 | 38      | 54                   |
| Pangbourne.....    | 21 0        | 14 6   | 9 0    | 40         | 0 32 0 | 35      | 50                   |
| Goring.....        | 19 6        | 14 0   | ..     | ..         | ..     | ..      | ..                   |
| Wallingford road.. | 18 6        | 13 0   | 8 0    | 36         | 0 29 0 | 32      | 46                   |
| Steventon.....     | 17 6        | 12 6   | 7 6    | 32         | 0 26 0 | 28      | 42                   |
| Farringdon road..  | 16 0        | 11 0   | 6 6    | 28         | 0 23 0 | 25      | 37                   |
| Shrivenham.....    | 13 0        | 9 0    | 5 0    | 24         | 0 20 0 | 22      | 32                   |
| Swindon.....       | 10 0        | 7 0    | 3 6    | 20         | 0 17 0 | 19      | 27                   |
| Purton.....        | 10 6        | 7 6    | ..     | ..         | ..     | ..      | ..                   |
| Minety.....        | 11 0        | 8 0    | 4 0    | 20         | 0 17 0 | 19      | 27                   |
| CIRENCESTER        | 12 0        | 9 0    | 4 6    | 22         | 0 18 0 | 20      | 29                   |
| Wootton Bassett..  | 8 0         | 5 6    | 3 0    | 16         | 0 14 0 | 15      | 22                   |
| Chippenhams.....   | 5 6         | 3 6    | 2 0    | 12         | 0 10 0 | 11      | 17                   |
| Corsham.....       | 4 6         | 2 6    | ..     | ..         | ..     | ..      | ..                   |
| Box.....           | 3 6         | 2 0    | ..     | ..         | ..     | ..      | ..                   |
| BATH.....          | 2 6         | 1 6    | 1 0    | 8          | 0 6 0  | 7       | 12                   |
| Twerton.....       | 2 3         | 1 3    | ..     | ..         | ..     | ..      | ..                   |
| Saltford.....      | 2 0         | 1 0    | ..     | ..         | ..     | ..      | ..                   |
| Keynsham.....      | 1 6         | 0 9    | ..     | ..         | ..     | ..      | ..                   |
| Nailsea.....       | 2 0         | 1 0    | 0 9    | ..         | ..     | ..      | ..                   |
| Clevedon Road ..   | 3 6         | 1 6    | 1 0    | 8          | 0 6 0  | 7       | 12                   |
| Banwell.....       | 4 0         | 2 6    | ..     | ..         | ..     | ..      | ..                   |
| Weston Supr Mare   | 5 0         | 3 0    | 2 0    | 12         | 0 9 0  | 10      | 16                   |
| Highbridge.....    | 6 0         | 4 6    | 3 0    | 16         | 0 12 0 | 14      | 24                   |
| Bridgewater.....   | 8 0         | 5 6    | 3 6    | 20         | 0 15 0 | 16      | 28                   |
| Taunton.....       | 11 0        | 7 6    | 4 6    | 26         | 0 20 0 | 22      | 35                   |

Passengers are allowed ten minutes stoppage at Swindon Junction for refreshment, both Up and Down.

The Up Sunday evening Goods' train will leave Cirencester at 3 30 instead of 5 45 p.m.:







| Down Trains |                    | 1    | 2     | 3     | 4     | 5    | 6    | 7    | 8    | 9    | 10    | 11   |
|-------------|--------------------|------|-------|-------|-------|------|------|------|------|------|-------|------|
| Mls         | Trains leave       | a.m. | a.m.  | a.m.  | a.m.  | p.m. | p.m. | p.m. | p.m. | p.m. | p.m.  | p.m. |
|             | SHOREDITCH ..      | 8 0  | 9 30  | 10 30 | 11 30 | 1 30 | 3 30 | 4 30 | 4 30 | 5 30 | 6 45  | 8 0  |
| 3½          | Stratford .....    | 8 10 | 9 40  | 10 40 | 10 40 | 1 40 | 3 40 | 4 40 | 4 40 | 5 40 | 6 55  | 8 10 |
| 5½          | Lea Bridge .....   | 8 15 | ..    | 10 45 | ..    | 1 45 | ..   | 4 45 | 4 45 | 5 45 | 7 0   | ..   |
| 7½          | Tottenham .....    | ..   | 9 49  | 10 50 | ..    | 1 50 | ..   | 4 50 | 4 50 | 5 50 | 7 5 8 | 19   |
| 9½          | Edmonton .....     | ..   | 9 55  | 10 56 | ..    | 1 56 | ..   | 4 56 | 4 56 | 5 56 | 7 11  | ..   |
| 11½         | Ponder's End ..... | 8 30 | ..    | 11 2  | ..    | 2 2  | 3 58 | 5 2  | 5 2  | 6 2  | 7 17  | 8 30 |
| 14½         | Waltham .....      | 8 38 | 10 9  | 11 10 | ..    | 2 10 | 4 6  | 5 10 | 5 10 | 6 10 | 7 25  | 8 38 |
| 19          | BROXBOURNE .....   | 8 48 | 10 19 | 11 20 | 12 10 | 2 20 | 4 16 | 5 6  | 5 6  | 6 20 | 7 35  | 8 48 |
| 22          | Roydon .....       | 8 55 | ..    | ..    | 12 17 | ..   | 5 13 | ..   | ..   | ..   | 8 55  | ..   |
| 26½         | Harlow .....       | 9 6  | ..    | ..    | 12 28 | ..   | 5 24 | ..   | ..   | ..   | 9 6   | ..   |
| 28½         | Sawbridgeworth ..  | ..   | 10 41 | ..    | 12 34 | ..   | 4 38 | ..   | ..   | ..   | 9 12  | ..   |
| 30½         | STORTFORD .....    | 9 21 | 10 50 | ..    | 12 43 | ..   | 4 47 | 5 38 | ..   | ..   | 9 21  | ..   |

| Up Trains. |                    | 1    | 2    | 3     | 4     | 5     | 6    | 7    | 8    | 9    | 10   | 11   |
|------------|--------------------|------|------|-------|-------|-------|------|------|------|------|------|------|
| Mls        | Trains leave       | p.m. | a.m. | a.m.  | a.m.  | a.m.  | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. |
|            | STORTFORD .....    | 5 30 | ..   | 8 45  | ..    | 11 30 | ..   | 2 30 | 4 30 | 5 30 | 6 30 | ..   |
| 1½         | Sawbridgeworth ..  | ..   | ..   | 8 54  | ..    | ..    | ..   | 2 39 | ..   | 6 39 | ..   | ..   |
| 4          | Harlow .....       | ..   | ..   | 9 0   | ..    | 11 44 | ..   | 2 45 | 4 4  | 6 45 | ..   | ..   |
| 8½         | Roydon .....       | ..   | ..   | 9 10  | ..    | 11 54 | ..   | 2 55 | ..   | 6 55 | ..   | ..   |
| 11½        | BROXBOURNE .....   | 5 59 | 8 50 | 9 20  | 10 12 | 4 145 | 2 30 | 3 5  | 5 0  | 7 5  | 8 0  | ..   |
| 15½        | Waltham .....      | 6 8  | 8 59 | 9 29  | 10 9  | 12 13 | ..   | 2 39 | ..   | 5    | 7 14 | 8 9  |
| 18½        | Ponder's End ..... | ..   | 9 7  | 9 37  | 10 17 | ..    | 2 1  | 2 47 | ..   | 5 17 | ..   | 8 17 |
| 20½        | Edmonton .....     | ..   | 9 13 | 9 43  | 10 23 | ..    | 2 53 | ..   | ..   | 7 27 | 8 23 | ..   |
| 22½        | Tottenham .....    | ..   | 9 18 | 9 48  | 10 28 | ..    | 2 58 | ..   | ..   | 7 32 | 8 28 | ..   |
| 24½        | Lea Bridge .....   | ..   | 9 24 | 9 54  | 10 34 | ..    | 2 15 | 3 4  | ..   | 5 32 | ..   | 8 34 |
| 28½        | Stratford .....    | 6 30 | 9 40 | 10 0  | 10 40 | 12 25 | 2 21 | 3 10 | 3 35 | 5 38 | 7 43 | 8 40 |
| 30½        | SHOREDITCH ..      | 6 40 | 9 40 | 10 10 | 10 50 | 12 45 | 2 31 | 3 20 | 3 45 | 5 48 | 7 53 | 8 50 |

## LONDON AND BLACKWALL.

Trains every day to and from London and Blackwall, and the intermediate stations of Cannon-street road, Shadwell, Stepney, Limehouse, West India Docks, and Poplar, from 8 in the morning, till 9½ at Night.

FARES, first class, 8; 2nd class, 6d.

London terminus in Fenchurch-street and Minories, and Blackwall terminus at the Brunswick Wharf.

On **Sundays** the trains cease running from 10½ till 1, being the hours of church service.

**Sundays.**—London to Broxbourne 8 a.m. and 3½ p.m.; to Stortford 9½ a.m. 2½ and 8 p.m. From Stortford to London 5½, and 8½ a.m. and 4½ p.m.; from Broxbourne 8 p.m.

**Fares for Horses and Carriages.**—Private Carriages, 4-wheels, 15s, ditto 2-w. 12s. Horses 10s 6d each.

Third class carriages are run with the 8 and 10½ a.m. and 1½, 5½, 6½ and 8 p.m. down trains; and with the 8 50, 8½ and 10 a.m. and 2½ (short train) 6½, and 8 p.m. Up trains, on week days, and on Sundays with all the trains, except the one at 5½ Up.

The train marked thus \* starts from Stortford on Mondays at 8 20 a.m. calling at Sawbridgeworth, Harlow, & Roydon, for the convenience of those attending the London markets.

**MARSH LANE, TOTTENHAM**—by the 2½ p.m. Up, and 3½ Down trains. Fare to London, 1st class 1s., 2nd 10d.

**BURNT MILL, NETTLESWELL** by the 9½ a.m. and 3½ p.m. Down trains. Fare to London, 1st class 5s. 2nd class 3s. 9d.

## LONDON AND GREENWICH.

Trains leave Tooley-street every quarter of an hour from 8 a.m. till 10 p.m., and return at the same time.

On **Sundays** from 8 till a quarter before 11 a.m.; and a quarter past 1, to 11 p.m.

FARES, first class, closed carriages, 9d.; second class, open ditto, without seats, 6d.

Omnibuses to Woolwich every train, and conveyances to and from the West End, at the London terminus.

A train leaves Greenwich for London at 7 25 a.m. and an extra one from London at 10½ p.m. Fare 1s.



## LONDON AND BRIGHTON.

| Down Trains. |                      | 1     | 2            | 3     | 4     | 5    | 6    | 7    | 8    | 9           | 10    |
|--------------|----------------------|-------|--------------|-------|-------|------|------|------|------|-------------|-------|
| Mls          | Trains leave         | a.m.  | MAIL<br>a.m. | a.m.  | a.m.  | p.m. | p.m. | p.m. | p.m. | Gds<br>p.m. | p.m.  |
|              | LONDON .....         | 7 45  | 9 45         | 10 45 | 11 45 | 2 0  | 3 0  | 4 30 | 6 0  | 10 0        | 10 0  |
| 3            | *NEW CROSS .....     | 7 53  | ..           | 10 53 | 11 53 | 2 8  | 3 8  | ..   | 6 8  | 10 11       | 10 8  |
| 10½          | *CROYDON .....       | 8 13  | ..           | 11 15 | 12 13 | 2 28 | 3 28 | 4 53 | 6 28 | 10 44       | 10 30 |
| 13½          | Godstone Road .....  | 8 25  | ..           | ..    | 12 25 | 2 40 | 3 40 | ..   | 6 40 | 10 59       | ..    |
| 14½          | Stoat's Nest .....   | 8 29  | ..           | ..    | 12 29 | 2 44 | 3 44 | ..   | 6 44 | 11 6        | ..    |
| 19½          | Merstham .....       | 8 44  | ..           | ..    | 12 44 | 2 59 | 3 59 | ..   | 6 59 | 11 26       | ..    |
| 21½          | *RED HILL .....      | 8 49  | 10 35        | ..    | 12 49 | 3 4  | 4 4  | 5 20 | 7 4  | 11 33       | ..    |
| 25½          | *Horley .....        | 9 1   | ..           | ..    | 1 1   | 3 16 | 4 16 | ..   | 7 16 | 11 49       | ..    |
| 29½          | THREE BRDGS. ....    | 9 14  | 10 56        | ..    | 1 14  | 3 29 | 4 29 | 5 41 | 7 29 | 12 5        | ..    |
| 33½          | Balcombe .....       | 9 28  | ..           | ..    | 1 28  | 3 43 | 4 43 | ..   | 7 43 | 12 23       | ..    |
| 37½          | *HAYWARD HEATH ..    | 9 39  | 11 15        | ..    | 1 39  | 3 54 | 4 54 | 6 0  | 7 54 | 12 39       | ..    |
| 41           | Burgess Hill .....   | 9 49  | ..           | ..    | 1 49  | 4 4  | 5 4  | ..   | 8 4  | 12 53       | ..    |
| 43½          | Hassock's Gate ..... | 9 57  | ..           | ..    | 1 57  | 4 12 | 5 12 | ..   | 8 12 | 1 4         | ..    |
| 50½          | *BRIGHTON .....      | 10 15 | 11 45        | ..    | 2 15  | 4 30 | 5 30 | 6 30 | 8 30 | 1 30        | ..    |

| Up Trains. |                      | 1    | 2    | 3    | 4            | 5     | 6    | 7    | 8    | 9    | 10          |
|------------|----------------------|------|------|------|--------------|-------|------|------|------|------|-------------|
| Mls        | Trains leave         | a.m. | a.m. | a.m. | MAIL<br>a.m. | a.m.  | p.m. | p.m. | p.m. | p.m. | Gds<br>p.m. |
|            | *BRIGHTON .....      | ..   | ..   | 7 30 | 9 0          | 11 0  | 1 30 | 3 30 | 6 0  | 7 0  | 8 0         |
| 7          | Hassock's Gate ..... | ..   | ..   | 7 47 | ..           | 11 17 | 1 47 | ..   | 6 17 | 7 17 | 8 17        |
| 9½         | Burgess Hill .....   | ..   | ..   | 7 54 | ..           | 11 24 | 1 54 | ..   | 6 24 | 7 24 | 8 24        |
| 12½        | *HAYWARD HEATH ..    | ..   | ..   | 8 5  | 4 24         | 11 35 | 2 5  | 3 54 | 6 35 | 7 35 | 8 35        |
| 17         | Balcombe .....       | ..   | ..   | 8 20 | ..           | 11 50 | 2 20 | ..   | 6 50 | 7 50 | 8 50        |
| 21½        | THREE BRDGS. ....    | ..   | ..   | 8 35 | 9 46         | 12 5  | 2 35 | 4 16 | 7 5  | 8 5  | 9 5         |
| 25         | *Horley .....        | ..   | ..   | 8 46 | ..           | 12 16 | 2 46 | ..   | 7 16 | 8 16 | 9 16        |
| 29½        | *RED HILL .....      | ..   | ..   | 9 0  | 10 8         | 12 30 | 3 0  | 4 38 | 7 30 | 8 30 | 9 30        |
| 31         | Merstham .....       | ..   | ..   | 9 6  | ..           | 12 36 | 3 6  | ..   | 7 36 | 8 36 | 9 36        |
| 36         | Stoat's Nest .....   | ..   | ..   | 9 20 | ..           | 12 50 | 3 20 | ..   | 7 50 | 8 50 | 9 50        |
| 37½        | Godstone Road .....  | ..   | ..   | 9 24 | ..           | 12 54 | 3 24 | ..   | 7 54 | 8 54 | 9 54        |
| 40½        | *CROYDON .....       | 7 0  | 9 0  | 9 32 | 10 33        | 1 2   | 3 32 | 5 3  | 8 2  | 9 2  | 10 2        |
| 47½        | *NEW CROSS .....     | 7 20 | 9 20 | 9 52 | ..           | 1 22  | 3 52 | ..   | 8 22 | 9 22 | 10 22       |
| 50½        | *LONDON .....        | 7 30 | 9 30 | 10 0 | 11 0         | 1 30  | 4 0  | 5 30 | 8 30 | 9 30 | 10 30       |

Down Trains.—Nos. 1, 3, 4, 5, 6, 8, and 10 are all mixed. No. 7 first class.

UP Trains.—Nos. 1, 2, 3, 4, 5, 6, 8, 9, & 10 are mixed. No. 7 first class.

The first class trains consist of first class carriages only, except that two compartments of the leading carriage will be reserved for servants in attendance on their employers, at second class fares. The first class trains stop at first class stations only, but they will take private carriages and horses (belonging to passengers in the train) only from London to Brighton, or Brighton to London.

Third class passengers are conveyed by the 7½ a.m. Down train, and the 8 p.m. Up train; and on Sundays by the 7½ a.m. Down train, and by the 7 p.m. Up train.

Fares.—London to Brighton, 1st class, 14s. 6d.; second class, 9s. 6d.; third class, 6s.

Day Tickets may be obtained from London and Croydon to Brighton and back, or *vice versa*, to return the same day, at following fares for the whole journey:—First class 20s.; second class 15s.; such tickets not to be transferable, nor available but for the day for which they are issued.

Post Horses may be had at the London Bridge Station, to convey carriages to or from any part of London, at a charge of 10s. 6d. including the Post Boy; and at Brighton Station, to or from any part of Brighton, 5s.

**On Sundays.**—From London to Brighton, 7½, & 10½ a.m., & 7 p.m.; to Croydon only, 10 p.m. From Brighton to London, 7½ a.m., & 7 p.m.; from Croydon to London, 7 a.m. All mixed. Fares, by Goods train, from London to Croydon, 1s. 6d., to Brighton, 6s.

## SHOREHAM BRANCH.

From Brighton to Shoreham daily, except Sundays, 7½, 9½, and 12½ a.m.; 2½, 4½, and 7 p.m.

From Shoreham to Brighton daily, except Sundays, 8½, and 10½ a.m. 1, 3½, 5½, and 7½ p.m.

**On Sundays,** from Brighton to Shoreham, 9 a.m.; 2½, 3½, 5½, & 6½ p.m. From Shoreham to Brighton, 10 a.m.; 2½, 4½, 6, & 8 p.m.

FARES.—First class, 1s.; second class, 9d.; third class, 6d.

All the trains on the Shoreham Branch are mixed trains, calling at the intermediate stations of Hove, Portslade, Southwick, and Kingston, to take up and set down passengers. Children under seven years of age charged half fare. No charge for infants in arms.



| Down Trains       | 1    | 2     | 3     | 4    | 5    | 6    | Fares |       | Up Trains        | 1    | 2     | 3     | 4    | 5    | 6    | Fares |       |
|-------------------|------|-------|-------|------|------|------|-------|-------|------------------|------|-------|-------|------|------|------|-------|-------|
|                   |      |       |       |      |      |      | 1 Cls | 2 Cls |                  |      |       |       |      |      |      | 1 Cls | 2 Cls |
|                   | a.m. | a.m.  | p.m.  | p.m. | p.m. | p.m. | s. d. | s. d. |                  | a.m. | a.m.  | p.m.  | p.m. | p.m. | p.m. | s. d. | s. d. |
| LONDON.....       | 7 30 | 9 30  | 10 30 | 1 30 | 4 0  | 6 15 |       |       | HEADCORN ..      | 7 5  | 8 40  | 10 55 | 2 25 | 4 25 | 6 10 | 10 0  | 7 0   |
| New Cross .....   | 7 40 | 9 40  | 10 40 | 1 40 | 4 10 | 6 25 |       |       | Staplehurst .... | 7 15 | 8 50  | 11 5  | 2 35 | 4 35 | 6 20 | 9 0   | 6 0   |
| Croydon.....      | 8 0  | 10 0  | 11 0  | 2 0  | 4 30 | 6 45 | 2     | 3     | Marden .....     | 7 22 | 8 57  | ..    | 2 42 | ..   | 6 27 | 8 0   | 5 6   |
| Reigate .....     | 8 27 | 10 25 | 11 27 | 2 27 | 4 55 | 7 12 | 4     | 8     | Maidstone Road.. | 7 35 | 9 9   | 11 18 | 2 53 | 4 48 | 6 38 | 7 6   | 5 0   |
| Godstone .....    | 8 41 | ..    | 11 41 | 2 41 | 5 8  | 7 26 | 5     | 4     | TUNBRIDGE..      | 7 50 | 9 25  | 11 35 | 3 10 | 5 5  | 6 55 | 7 6   | 5 0   |
| Edenbridge .....  | 8 55 | ..    | 11 55 | ..   | 5 22 | 7 40 | 5     | 6     | Penshurst .....  | 8 0  | 9 35  | ..    | 3 20 | ..   | 7 5  | 6 6   | 4 6   |
| Penshurst .....   | 9 8  | ..    | 12 8  | 3 3  | 5 34 | 7 53 | 6     | 4     | Edenbridge ..... | 8 13 | 9 47  | 11 54 | ..   | 5 25 | 7 15 | 5 6   | 4 0   |
| TUNBRIDGE .....   | 9 25 | 11 10 | 12 25 | 3 20 | 5 50 | 8 10 | 7     | 6     | Godstone .....   | 8 26 | 10 2  | ..    | 3 38 | ..   | 7 30 | 5 4   | 3 8   |
| Maidstone Road .. | 9 35 | 11 20 | 12 35 | 3 30 | 6 0  | 8 20 | 7     | 6     | Reigate .....    | 8 42 | 10 17 | 12 14 | 3 54 | 5 50 | 7 45 | 4 8   | 3 4   |
| Marden .....      | 9 48 | ..    | 12 48 | ..   | 6 12 | 8 33 | 8     | 0     | Croydon .....    | 9 15 | 10 45 | 12 42 | 4 25 | 6 12 | 8 15 | 2 3   | 1 9   |
| Staplehurst ..... | 9 55 | 11 35 | 12 55 | 3 50 | 6 20 | 8 40 | 9     | 0     | New Cross.....   | 9 35 | 11 5  | 1 0   | 4 45 | 6 30 | 8 35 | ..    | ..    |
| HEADCORN ..       | 10 5 | 11 45 | 1 5   | 4 0  | 6 30 | 8 50 | 10    | 0     | LONDON.....      | 9 45 | 11 15 | 1 10  | 4 55 | 6 40 | 8 45 | ..    | ..    |

**On Sundays.**—From London to Headcorn at 8 15 a.m. 1 30 and 7 p.m. From Headcorn to London, 7 35 a.m. 12 50 and 7 p.m.

Third class passengers will be conveyed to New Cross only, by the up trains Nos. 1, 2, and 6, and by each of the Sunday trains.

Every train will convey first and second class passengers, but third class passengers will be conveyed from New Cross only, by the down trains No. 1, 3, and 6, and by each of the Sunday trains. The trains will stop at those stations only, where the time of departure is inserted. Carriages and horses will be conveyed by every train from the London Bridge, New Cross, Tunbridge, and Headcorn stations.

## IRELAND.

### DUBLIN AND KINGSTOWN.

From both ends on week days, every half-hour from 6 a.m. until 11 p.m., stopping at all the Stations, viz:—Booterstown, Black Rock, and Salt Hill.

An extra train every day, at 4 $\frac{1}{2}$  p.m., stopping at Merrion only. This train will convey passengers to Her Majesty's mail packet, starting from Kingstown at 5 $\frac{1}{2}$  p.m.

The 9 $\frac{1}{2}$  a.m. and 11 p.m., Up and Down, also stop at Merrion every day.

Sunday trains same hours as on week days, with extra trains every  $\frac{1}{4}$  of an hour, from 11 $\frac{1}{2}$  a.m. to 5 $\frac{1}{2}$  p.m., and from 7 $\frac{1}{2}$  to 10 $\frac{1}{2}$  p.m.

FARES.—First class 1s., second class 8d., third class 6d.

The mail bags are conveyed by the 8 $\frac{1}{2}$  a.m. by Holyhead; 5 and 10 p.m. by Liverpool.

### BELFAST TO PORTADOWN.

From Belfast to Portadown 8 and 10\* in the morning, 2 4 $\frac{1}{2}$ \* and 6 $\frac{1}{2}$ \* in the afternoon. Belfast to Lisburn 12\*.

From Portadown to Belfast, 8 10\* and 10 10\* a.m. 2 10, 4 40\* and 6 40\* p.m. From Lisburn to Belfast at 1\* p.m.

On Sundays from Belfast 9\* a.m. 3\* and 6\* p.m.; from Portadown 9 10\* a.m., 3 10,\* and 6 10\* p.m.

Fares—Belfast to Lisburn, 1s—6d—4d; to Moira, 1s 9d—1s—8d; to Lurgan, 2s 6d—1s 6d—1s; to Portadown, 3s—2s—1s 4d.

Third class carriages will be attached to the trains which depart from Belfast at 2 p.m., and Portadown at 2 10 a.m. and which will stop at Prichard's Bridge and the Damhead, in case a signal be given by the police at these points.

\* Trains thus marked stop at Dunmurry.



# 10 EASTERN COUNTIES

| Stations.        | Down Trains. |       |      |      |      |      |      |
|------------------|--------------|-------|------|------|------|------|------|
|                  | a.m.         | a.m.  | p.m. | p.m. | p.m. | p.m. | p.m. |
| SHOREDITCH..     | 8 30         | 11 0  | 2 0  | 3 0  | 4 15 | 5 0  | 6 30 |
| Mile End.....    | 8 34         | 11 4  | 2 4  | 3 4  | ..   | ..   | ..   |
| Stratford.....   | 8 41         | 11 11 | 2 11 | 3 11 | 4 25 | 5 10 | 6 40 |
| Forest Gate..... | ..           | ..    | ..   | ..   | 4 29 | ..   | ..   |
| Ilford.....      | 8 50         | 11 20 | 2 20 | 3 20 | 4 35 | 5 19 | 6 49 |
| ROMFORD....      | 9 1          | 11 31 | 2 31 | 3 31 | 4 46 | 5 30 | 7 0  |

| Stations.        | Up Trains. |       |       |       |      |      |      |
|------------------|------------|-------|-------|-------|------|------|------|
|                  | a.m.       | a.m.  | a.m.  | p.m.  | p.m. | p.m. | p.m. |
| BRENTWOOD..      | 8 45       | 9 45  | 10 45 | 12 30 | 3 30 | 5 30 | 6 30 |
| Romford.....     | 9 0        | 10 0  | 11 0  | 12 45 | 3 45 | 5 45 | 6 45 |
| Ilford.....      | 9 11       | 10 11 | 11 11 | 12 56 | 3 56 | 5 56 | 6 56 |
| Forest Gate..... | 9 17       | ..    | ..    | ..    | ..   | ..   | ..   |
| Stratford.....   | 9 21       | 10 19 | 11 19 | 1 4   | 4 4  | 6 4  | 7 4  |
| MILE END....     | 9 28       | ..    | ..    | 1 11  | ..   | 6 11 | 7 11 |

**On Sundays** from Shoreditch at 9 and 10 a.m., 2, 3, 4, 6, & 7½ p.m. From Brentwood at 8½ & 10 a.m., 2½, 4½, 6½, & 7½ p.m.

**FARES.**—London to Brentwood, 1st cls. 3s 6d, 2nd 2s 6d, third 2s.

## LONDON AND CROYDON.

From Tooley-street, London, 9 5, and 11 5 a.m., 2 20, 4 20, 5 20, 6 20, and 8 20 p.m.

From Croydon, 8 5, 9 5, & 10 5 a.m., 12 5, 3 20, 5 20, 7 20, & 9 20 p.m. Stops at intermediate stations.

**On Sundays** from Tooley-street at 9 5 and 10 5 a.m., 2 20, 3 20, 4 20, 5 20, 6 20, 7 20, 8 20 & 9 20 p.m.

From Croydon, 9 5, 10 5 a.m., 2 20, 3 20, 4 20, 5 20, 6 20, 7 20, 8 20 and 9 20 p.m.

**FARES.**—London to New Cross, first class 1s, second class 9d; Dartmouth Arms 1s 9d and 1s 4d; Sydenham 1s 10d and 1s 4d; Anerley 2s 0d and 1s 6d; Jolly Sailor, near Beulah Spa, and that part of Norwood 2s 0d and 1s 6d; Croydon 2s 3d and 1s 9d.

Third class carriages convey passengers with the trains only from New Cross to Croydon and back, stopping at intermediate stations, at the above hours.

# SHEFFIELD AND ROTHERHAM. 11

From Sheffield, 6, 8½, 9½, 10½ and 11½ a.m., 12½, 1½, 2½, 3½, 4½, 5½, 6½, 7½ and 8½ p.m.

From Rotherham, every hour from 9 a.m. to 9 p.m.

**On Sundays** from Sheffield at 6, 9, and 10 a.m., 1½, 2½, 4½, 5½, 6½, 7½ & 8½ p.m. From Rotherham 9½ a.m., 1, 2, 4, 5, 6, 7, 8 & 9 p.m.

**FARES.**—From Sheffield to Rotherham, 1st class 1s; second 9d; third 6d. Sheffield to Brightside, 1st class 6d; 2nd, 4d; 3rd, 3d.

On Monday morning a train leaves Sheffield for Rotherham at 7½ and returns at 8. The 3 p.m. train from Rotherham on Tuesdays and 4 p.m. train on Saturdays, and the last train from Sheffield on each of those days, stop at Gremesthorpe Bridge.

## STOCKTON AND DARLINGTON.

Shildon and South Church to Darlington, 8½ & 11 a.m.; 2 & 5 p.m. Darlington to Shildon & South Church, 10 & 12 a.m.; 2, & 5½ p.m.

Darlington to Stockton, 8, & 10 mail a.m.; & 12 20, 2½, 3½ mail, and 6 p.m. Stockton to Darlington, mail 8½, 9½ and 11 20 a.m.; 2 34 mail, 4 40 and 7¼ p.m.

Stockton to Middlesbrough, 8 35, 10 35, & 11½ a.m.; 1, 2 10, 3 5, 5½, 6 35, and 7½ p.m.

Middlesbrough to Stockton, 7, 9 and 11 a.m.; 12½, 1½, 2½, 4 20, 6, and 7 p.m.

Stockton to Seaton and Hartlepool, 7½, 9½, and 11½ a.m.; 3 10, 4 45 p.m. Hartlepool and Seaton to Stockton, 8½ and 10½ a.m., 1, 3½, and 5½ p.m.

**On Sundays** from Darlington to Durham, Sunderland, Shields, and Newcastle, at 10 a.m. Newcastle, Sunderland, and Shields, to Darlington at 11 a.m., connecting with the mail train to York and London. Darlington to Stockton, 9½ a.m. 3½ p.m. Stockton to Darlington, 8½ a.m. 1 44 p.m.

**Fares** from Darlington throughout, 1st class 8s., 2nd class 6s.

## TAFF VALE.

Cardiff to Merthyr, 8 a.m., 1 and 5 p.m.

Merthyr to Cardiff, 8 35 a.m., 1 35 and 5 35 p.m.

**On Sundays** from Cardiff 9 a.m., and 4 p.m. From Merthyr 9 20 a.m. and 4 20 p.m.

**FARES** from Cardiff to Merthyr, first class 5s; second class 4s; third class 3s.



# MANCHESTER AND BIRMINGHAM.

|                              | Week Days |                 |                             |         |                             |                 |         | Sundays |                 |         |         |
|------------------------------|-----------|-----------------|-----------------------------|---------|-----------------------------|-----------------|---------|---------|-----------------|---------|---------|
|                              | 1         | 2               | 3                           | 4       | 5                           | 6               | 7       | 1       | 2               | 3       | 4       |
|                              | 1st cl.   | 1, 2, & 3 class | 1, 2, & 3 class to Chelford | 1st cl. | 1st & 2nd class to Chelford | 1, 2, & 3 class | 1st cl. | 1st cl. | 1, 2, & 3 class | 1st cl. | 1st cl. |
| MANCHESTER                   | 4 0       | 6 45            | 7 30                        | 8 45    | 11 15                       | 4 45            | 7 45    | 4 0     | 8 30            | 11 15   | 7 45    |
| Rushford.....                | ..        | 6 50            | 7 35                        | ..      | ..                          | 4 50            | ..      | ..      | 8 35            | ..      | ..      |
| Levenshulme ..               | ..        | 6 53            | 7 38                        | ..      | ..                          | 4 53            | ..      | ..      | 8 38            | ..      | ..      |
| STOCKPORT ..                 | 4 12      | 7 0             | 7 45                        | 8 57    | 11 27                       | 5 0             | 7 55    | 4 12    | 8 45            | 11 27   | 7 55    |
| Cheadle .....                | ..        | 7 10            | 7 55                        | ..      | ..                          | 5 10            | ..      | ..      | 8 55            | ..      | ..      |
| Handforth .....              | ..        | 7 15            | 8 0                         | ..      | ..                          | 5 15            | ..      | ..      | 9 0             | ..      | ..      |
| Wilmslow .....               | ..        | 7 20            | 8 5                         | ..      | ..                          | 5 25            | ..      | ..      | 9 5             | ..      | ..      |
| Alderley .....               | ..        | 7 25            | 8 10                        | ..      | 11 50                       | 5 30            | ..      | ..      | 9 10            | ..      | ..      |
| CHELFORD ..                  | 4 40      | 7 35            | 8 20                        | 9 25    | 11 55                       | 5 35            | 8 20    | 4 40    | 9 20            | 11 55   | 8 20    |
| Macclesfield # .....         | ..        | ..              | 9 5                         | ..      | 12 40                       | 6 20            | ..      | ..      | 10 5            | ..      | 9 5     |
| HOLMES CHPL.                 | 4 52      | 7 50            | 8 35                        | 9 37    | 12 7                        | 5 50            | 8 32    | 4 52    | 9 35            | 12 7    | 8 32    |
| SANDBACH....                 | 5 0       | 8 0             | 8 45                        | 9 45    | 12 15                       | 6 0             | 8 38    | 5 0     | 9 45            | 12 15   | 8 38    |
| CREWE, arr. at               | 5 15      | 8 15            | 9 0                         | 10 0    | 12 30                       | 6 15            | 8 45    | 5 15    | 10 0            | 12 30   | 8 45    |
| BIRMINGHAM }<br>Arrives at } | 8 0       | 11 30           | ..                          | 12 45   | 3 15                        | 9 30            | 11 30   | 8 0     | 1 15            | 3 15    | 11 30   |

|| Times of Arrival at Macclesfield by Coach from Chelford.

|                             | 1       | 2               | 3               | 4                       | 5       | 6               | 7               | Sundays. |         |         |                 |
|-----------------------------|---------|-----------------|-----------------|-------------------------|---------|-----------------|-----------------|----------|---------|---------|-----------------|
|                             | 1       | 2               | 3               | 4                       | 5       | 6               | 7               | 1        | 2       | 3       | 4               |
|                             | 1st cl. | 1, 2, & 3 class | 1, 2, & 3 class | 1st & 2nd from Chelford | 1st cl. | 1, 2, & 3 class | 1, 2, & 3 class | 1st cl.  | 1st cl. | 1st cl. | 1, 2, & 3 class |
| BIRMINGHAM                  | 4 15    | ..              | 0 0             | 11 30                   | 2 45    | ..              | 4 30            | 4 15     | 7 30    | 11 30   | 2 45            |
| CREWE .....                 | 4 0     | 7 30            | 9 0             | 1 45                    | 5 0     | 6 15            | 7 30            | 4 0      | 9 30    | 1 45    | 5 0             |
| SANDBACH....                | 4 8     | 7 45            | 9 15            | 1 57                    | 5 12    | 6 30            | 7 45            | 4 12     | 9 42    | 1 57    | 5 15            |
| HOLMES CHPL.                | 4 14    | 7 55            | 9 25            | 2 5                     | 5 20    | 6 40            | 7 55            | 4 20     | 9 50    | 2 5     | 5 25            |
| CHELFORD ..                 | 4 26    | 8 10            | 9 40            | 2 17                    | 5 32    | 6 55            | 8 10            | 4 32     | 10 2    | 2 17    | 5 40            |
| Alderley .....              | ..      | 8 20            | 9 50            | ..                      | ..      | 7 5             | 8 20            | ..       | ..      | ..      | 5 50            |
| Wilmslow .....              | ..      | 8 25            | 9 55            | ..                      | ..      | 7 10            | 8 25            | ..       | ..      | ..      | 5 55            |
| Handforth .....             | ..      | 8 30            | 10 0            | ..                      | ..      | 7 15            | 8 30            | ..       | ..      | ..      | 6 0             |
| Cheadle .....               | ..      | 8 35            | 10 5            | ..                      | ..      | 7 20            | 8 35            | ..       | ..      | ..      | 6 5             |
| STOCKPORT ..                | 4 50    | 8 45            | 10 15           | 2 45                    | 6 0     | 7 30            | 8 45            | 5 0      | 10 30   | 2 45    | 6 15            |
| Levenshulme ..              | ..      | 8 52            | 10 22           | ..                      | ..      | 7 37            | 8 52            | ..       | ..      | ..      | 6 22            |
| Rushford .....              | ..      | 8 55            | 10 25           | ..                      | ..      | 7 40            | 8 55            | ..       | ..      | ..      | 6 25            |
| MANCHESTR }<br>arrives at } | 5 0     | 9 0             | 10 30           | 3 0                     | 6 15    | 7 45            | 9 0             | 5 15     | 10 45   | 3 0     | 6 30            |

First and Second class passengers will be booked (on week days only) from Manchester to Chester, without change of carriage, at 7 30 a.m. and 4 45 p.m., and from Chester to Manchester, at 8 0 a.m. and 5 0 p.m. Fares.—First Class, 11s., Second Class, 8s., and intermediate stations in proportion.

Third Class Passengers booked from Manchester only to Birmingham and the principal stations on the Grand Junction line by the 6 $\frac{1}{2}$  a.m. train.

Third Class Passengers will be conveyed to and from all stations between Manchester and Crewe, by the trains leaving Manchester at 6 $\frac{1}{2}$  a.m. and 4 $\frac{1}{2}$  p.m., and Crewe at 9 a.m. and 7 $\frac{1}{2}$  p.m.

From Manchester to Stockport, 7 $\frac{1}{2}$ , 8 $\frac{1}{2}$ , 9 $\frac{1}{2}$ , 10 $\frac{1}{2}$ , and 11 $\frac{1}{2}$  a.m.; 12 $\frac{1}{2}$ , 1 $\frac{1}{2}$ , 3 $\frac{1}{2}$ , 4 $\frac{1}{2}$ , 5 $\frac{1}{2}$ , 6 $\frac{1}{2}$ , 8 $\frac{1}{2}$  p.m. mixed. Sunday trains, 8, and 9 $\frac{1}{2}$  a.m.; 6, 7 $\frac{1}{2}$ , and 9 p.m., mixed.

From Stockport to Manchester 8, 9, 10, 11, & 12 a.m.; 1, 3, 4, 5, 6, 7, & 9 p.m., mixed. Sunday trains, 7 $\frac{1}{2}$  and 9 a.m.; 5 $\frac{1}{2}$ , 7, and 8 $\frac{1}{2}$  p.m., mixed.

The trains stop at Rushford and Levenshulme to take up or set down passengers, when required.

Number 1 Train from Manchester joins the London Train from Birmingham at 8 $\frac{1}{2}$  a.m.; No. 2, ditto, at 12 noon, No. 4, ditto, at 1 $\frac{1}{2}$  p.m. No. 5, ditto, at 4 p.m. No. 7, ditto, at 12 p.m.



| Distances.       | Down Trains.          | 1 $\frac{1}{2}$        | 6                    | 11 $\frac{1}{2}$ | 2 $\frac{3}{4}$        | 4 $\frac{1}{2}$      | 7 $\frac{1}{4}$ | Fares from Liverpool to London,<br>when booked throughout. |
|------------------|-----------------------|------------------------|----------------------|------------------|------------------------|----------------------|-----------------|------------------------------------------------------------|
|                  |                       | a.m.<br>London<br>Mail | a.m.<br>2nd<br>class | a.m.<br>Mail     | p.m.<br>London<br>Mail | p.m.<br>2nd<br>Class | p.m.<br>Mail    |                                                            |
| Mis.             | STATIONS.             | *                      |                      | *                |                        | +                    | +               |                                                            |
|                  | Trains Leave          |                        |                      |                  |                        |                      |                 |                                                            |
|                  | BIRMINGHAM .....      | 1 45                   | 6 0                  | 11 30            | 2 45                   | 4 30                 | 7 15            |                                                            |
| 3 $\frac{1}{2}$  | Perry Bar .....       | ..                     | 6 15                 | ..               | ..                     | 4 45                 | ..              |                                                            |
| 6 $\frac{1}{2}$  | Newton Road .....     | ..                     | 6 25                 | ..               | ..                     | 4 55                 | ..              |                                                            |
| 9 $\frac{1}{2}$  | WALSALL .....         | 2 5                    | 6 34                 | 11 50            | ..                     | 5 4                  | 7 35            |                                                            |
| 12               | Willenhall .....      | ..                     | 6 43                 | ..               | ..                     | 5 13                 | ..              |                                                            |
| 14 $\frac{1}{2}$ | WOLVERHAMPTON .....   | 2 20                   | 6 51                 | 12 5             | 3 20                   | 5 21                 | 7 50            |                                                            |
| 20               | Four Ashes .....      | ..                     | 7 7                  | ..               | ..                     | 5 37                 | ..              |                                                            |
| 21 $\frac{1}{2}$ | Spread Eagle .....    | ..                     | 7 13                 | ..               | ..                     | 5 43                 | ..              |                                                            |
| 24               | Penkridge .....       | ..                     | 7 21                 | ..               | ..                     | 5 51                 | ..              |                                                            |
| 29 $\frac{1}{2}$ | STAFFORD .....        | 2 46                   | 7 37                 | 12 35            | 3 46                   | 6 7                  | 8 16            |                                                            |
| 35               | Norton Bridge .....   | ..                     | 7 54                 | ..               | ..                     | 6 24                 | ..              |                                                            |
| 43 $\frac{1}{2}$ | WHITMORE .....        | 3 20                   | 8 19                 | 1 15             | 4 20                   | 6 49                 | 8 50            |                                                            |
| 46               | Madeley .....         | ..                     | 8 28                 | ..               | ..                     | 6 58                 | ..              |                                                            |
| 51 $\frac{1}{2}$ | Basford .....         | ..                     | 8 43                 | ..               | ..                     | 7 13                 | ..              |                                                            |
| 54               | CREWE .....           | 3 45                   | 8 51                 | 1 40             | 4 45                   | 7 21                 | 9 15            |                                                            |
| 58 $\frac{1}{2}$ | Minshall Vernon ..... | ..                     | 9 6                  | ..               | ..                     | 7 36                 | ..              |                                                            |
| 61 $\frac{1}{2}$ | Winsford .....        | ..                     | 9 14                 | ..               | ..                     | 7 44                 | ..              |                                                            |
| 65 $\frac{1}{2}$ | HARTFORD .....        | 4 14                   | 9 27                 | 2 10             | 5 14                   | 7 57                 | 9 44            |                                                            |
| 68 $\frac{1}{2}$ | Acton .....           | ..                     | 9 36                 | ..               | ..                     | 8 6                  | ..              |                                                            |
| 72 $\frac{1}{2}$ | Preston Brook .....   | ..                     | 9 49                 | ..               | ..                     | 8 19                 | ..              |                                                            |
| 75               | Moore .....           | ..                     | 9 56                 | ..               | ..                     | 8 26                 | ..              |                                                            |
| 78               | WARRINGTON .....      | 4 45                   | 10 4                 | 2 40             | 5 45                   | 8 34                 | 10 15           |                                                            |
| 97 $\frac{1}{2}$ | LIVERPOOL .....       | 5 45                   | 11 15                | 3 45             | 6 45                   | 9 45                 | 11 15           |                                                            |
|                  | CHESTER .....         | ..                     | ..                   | ..               | ..                     | ..                   | ..              |                                                            |
|                  |                       |                        |                      |                  |                        |                      |                 | Grand<br>Junc.                                             |
|                  |                       |                        |                      |                  |                        |                      |                 | Lond.&<br>Birm.                                            |
|                  |                       |                        |                      |                  |                        |                      |                 | Total<br>Thro'                                             |
|                  |                       |                        |                      |                  |                        |                      |                 | Day<br>Mail<br>Trns                                        |
|                  |                       |                        |                      |                  |                        |                      |                 | night<br>ml.tr.                                            |
|                  | BY MAIL TRAINS        | £ s. d.                | £ s. d.              | £ s. d.          |                        |                      |                 |                                                            |
|                  | Six Inside Coach.     | 1 6 0                  | 1 10 0               | 2 16 0           |                        |                      |                 |                                                            |
|                  | Four „                | 1 7 6                  | 1 10 0               | 2 17 6           |                        |                      |                 |                                                            |
|                  | Six Inside Coach.     | 1 6 0                  | 1 12 6               | 2 18 6           |                        |                      |                 |                                                            |
|                  | Four „                | 1 7 6                  | 1 12 6               | 2 19 0           |                        |                      |                 |                                                            |
|                  | BY OTHER TRNS.        |                        |                      |                  |                        |                      |                 |                                                            |
|                  | Six Inside Coach.     | 1 4 6                  | 1 10 0               | 2 14 6           |                        |                      |                 |                                                            |
|                  | Four „                | 1 7 6                  | 1 10 0               | 2 17 6           |                        |                      |                 |                                                            |
|                  | Six Inside Coach.     | 1 4 6                  | 1 12 6               | 2 17 0           |                        |                      |                 |                                                            |
|                  | Four „                | 1 7 6                  | 1 12 6               | 2 18 0           |                        |                      |                 |                                                            |
|                  | One horse             | 2 0 0                  | 2 10 0               | 4 10 0           |                        |                      |                 |                                                            |
|                  | Two ditto             | 3 0 0                  | 4 10 0               | 7 10 0           |                        |                      |                 |                                                            |
|                  | Three ditto           | 4 0 0                  | 6 10 0               | 10 0 0           |                        |                      |                 |                                                            |
|                  | Dogs                  | ..                     | ..                   | ..               |                        |                      |                 |                                                            |
|                  | Gentlemen's Car-      |                        |                      |                  |                        |                      |                 |                                                            |
|                  | riages, 4 wheels.     | 3 0 0                  | 3 15 0               | 6 15 0           |                        |                      |                 |                                                            |
|                  | Do. do. 2 wheels.     | 2 0 0                  | 3 15 0               | 5 15 0           |                        |                      |                 |                                                            |
|                  | When placed on        |                        |                      |                  |                        |                      |                 |                                                            |
|                  | same truck with       |                        |                      |                  |                        |                      |                 |                                                            |
|                  | another carriage..    | 2 0 0                  | 2 15 0               | 4 15 0           |                        |                      |                 |                                                            |
|                  | Passengers in pri-    |                        |                      |                  |                        |                      |                 |                                                            |
|                  | rate carriages ..     | 0 18 0                 | 1 0 0                | 1 18 0           |                        |                      |                 |                                                            |
|                  |                       |                        | 1 5 0                | 2 3 0            |                        |                      |                 |                                                            |
|                  |                       |                        |                      |                  |                        |                      |                 | Day<br>Night                                               |

**Sunday Trains.**—From Birmingham, first class, at \*1 45, 7 30, 11 30 a.m., and Mixed, 2 45 p.m. stopping at 1st cl. stations only  
\* Trains marked thus \* stop at Walsall station for passengers proceeding to Birmingham or Stafford, or other first class stations north of Stafford. Trains marked thus + are second class as far as Stafford.

### CHESTER AND CREWE.

\*From Chester, Mail 4 $\frac{1}{2}$  a.m. to meet 3 $\frac{1}{2}$  a.m. tr. from Liverpool.

First class +11 $\frac{1}{2}$  a.m. to meet 10 $\frac{1}{2}$  a.m. from Liverpool.

Mixed at 5 p.m. to meet 3 $\frac{1}{2}$  p.m. train from Birmingham, and 4 p.m. train from Liverpool.

\*Mail 7 50 p.m. to meet 7 p.m. train from Liverpool.

FARES. Chester to Crewe, 6s—5s 6d—4s. Chester to Birmingham 22s—20s—19s—14s. Chester to Beeston 2s 6d—2s—1s 6d.

\* Call at Peeston only. † Will call at Tattenhall, Beeston, Highwayside, and Nantwich stations.

**From Chester to Manchester**, without change of Carriage, 8 a.m. & 5 p.m.—**Manchester to Chester** at 7 $\frac{1}{2}$  a.m. & 4 $\frac{1}{2}$  p.m.

FARES. 1st class 11s., 2nd class 8s., and intermediate stations in proportion. Passengers will also be booked to Birmingham by the trains leaving Chester at 8 a.m. Sunday departures will remain as at present.



| Distances.       | Up Trains.            | 3 $\frac{1}{2}$        | 6                      | 8 $\frac{1}{2}$ | 10 $\frac{1}{2}$ | 4                    | 7                      |    | FARES<br>Between Liverpool and Birmingham.         |
|------------------|-----------------------|------------------------|------------------------|-----------------|------------------|----------------------|------------------------|----|----------------------------------------------------|
|                  |                       | a.m.<br>London<br>Mail | a.m.<br>Mixed<br>Class | a.m.<br>Mail    | a.m.<br>Mail     | p.m.<br>2nd<br>Class | p.m.<br>London<br>Mail |    |                                                    |
| Mls.             | STATIONS.             | *<br>London<br>Mail    |                        |                 | *<br>Mail        |                      |                        |    |                                                    |
|                  | Trains Leave          |                        |                        |                 |                  |                      |                        |    |                                                    |
|                  | LIVERPOOL .....       | 3 30                   | 6 0                    | 8 15            | 10 30            | 4 0                  | 7 0                    | .. | Four Inside Coach ..... £1 7 6                     |
| 19 $\frac{1}{2}$ | WARRINGTON .....      | 4 17                   | 6 55                   | 9 2             | 11 20            | 4 55                 | 7 47                   | .. | Six Inside Coach by Mail Trains .... 1 6 0         |
| 22 $\frac{1}{2}$ | Moore .....           | ..                     | 7 3                    | ..              | ..               | 5 8                  | ..                     | .. | Six Inside Coach by other Trains .... 1 4 6        |
| 25               | Preston Brook .....   | ..                     | 7 16                   | ..              | ..               | 5 16                 | ..                     | .. | Second Class Closed Carriages..... 0 18 0          |
| 29 $\frac{1}{2}$ | Acton .....           | ..                     | 7 30                   | ..              | ..               | 5 30                 | ..                     | .. | *Third Class Open Carriages by 6 a.m.              |
| 31 $\frac{1}{2}$ | HARTFORD .....        | 4 53                   | 7 40                   | 9 38            | 11 58            | 5 40                 | 8 23                   | .. | train from Liverpool, and by 6 a.m.                |
| 36 $\frac{1}{2}$ | Winsford .....        | ..                     | 7 56                   | ..              | ..               | 5 56                 | ..                     | .. | train from Birmingham ..... 0 13 0                 |
| 38 $\frac{1}{2}$ | Minshull Vernon ..... | ..                     | 8 2                    | ..              | ..               | 6 2                  | ..                     | .. | *Passengers will be booked by this conveyance from |
| 43 $\frac{1}{2}$ | CREWE .....           | 5 24                   | 8 23                   | 10 9            | 12 32            | 6 23                 | 8 54                   | .. | Liverpool and Birmingham to First Class stations   |
| 46               | Basford .....         | ..                     | 8 32                   | ..              | ..               | 6 32                 | ..                     | .. | only, and from First Class stations to             |
| 51 $\frac{1}{2}$ | Madeley .....         | ..                     | 8 52                   | ..              | ..               | 6 52                 | ..                     | .. | either of the Termini, but not to intermediate     |
| 54 $\frac{1}{2}$ | WHITMORE .....        | 6 5                    | 9 5                    | 10 50           | 1 15             | 7 5                  | 10 35                  | .. | stations, at lower rates in proportion.            |
| 62 $\frac{1}{2}$ | Norton Bridge .....   | ..                     | 9 25                   | ..              | ..               | 7 25                 | ..                     | .. | Children under Ten years of age half-price.        |
| 68 $\frac{1}{2}$ | STAFFORD .....        | 6 37                   | 9 45                   | 11 22           | 1 47             | 7 45                 | 10 7                   | .. | Ditto in the arms, free.                           |
| 72 $\frac{1}{2}$ | Penkridge .....       | ..                     | 10 6                   | ..              | ..               | 8 6                  | ..                     | .. | One Horse ..... £2 0 0                             |
| 76               | Spread Eagle .....    | ..                     | 10 15                  | ..              | ..               | 8 15                 | ..                     | .. | Two Horses, if one property & in 1 box 3 0 0       |
| 77 $\frac{1}{2}$ | Four Ashes .....      | ..                     | 10 19                  | ..              | ..               | 8 19                 | ..                     | .. | Three ditto ..... 4 0 0                            |
| 83               | WOLVERHAMPTON .....   | 7 18                   | 10 36                  | 12 3            | 2 32             | 8 36                 | 10 48                  | .. | Dogs, each ..... 0 3 0                             |
| 85 $\frac{1}{2}$ | Willenhall .....      | ..                     | 10 50                  | ..              | ..               | 8 50                 | ..                     | .. | Gentlemen's Carriages, Four Wheels 3 0 0           |
| 88               | WALSALL .....         | 7 25                   | 10 59                  | ..              | 2 40             | 8 59                 | 10 55                  | .. | " " Two " 2 0 0                                    |
| 90 $\frac{1}{2}$ | Newton Road .....     | ..                     | 11 9                   | ..              | ..               | 9 9                  | ..                     | .. | Passengers in Private Carriages at 2nd             |
| 94 $\frac{1}{2}$ | Perry Bar .....       | ..                     | 11 19                  | ..              | ..               | 9 19                 | ..                     | .. | Class Fares ..... 0 18 0                           |
| 97 $\frac{1}{2}$ | BIRMINGHAM .....      | 8 0                    | 11 30                  | 12 45           | 3 15             | 9 30                 | 10 30                  | .. | Grooms in charge of Horses, if riding              |
|                  |                       |                        |                        |                 |                  |                      |                        |    | with them in the box ..... 0 14 6                  |

**Sunday Trains.**—1st class leave Liverpool for Linn, at 3 30\*, Mixed 8 15 a.m. and 7\* p.m. (10 $\frac{1}{2}$ \* a.m. to Birmingham only), stopping first class stations only.

**To London** by the following trains:—On week-days, at 8 $\frac{1}{2}$  and 10 $\frac{1}{2}$  a.m. taking first class passengers, and horses and carriages. 7 p.m. taking first class passengers only.—On Sundays the 8 $\frac{1}{2}$  a.m. is first and second class passengers, and carriages and horses; and the 7 p.m. first and second class passengers only.

**NOTICE.**—Passengers should be at the first class stations 5 minutes and at the second class stations 10 minutes, before the time specified.

A supply of Trucks and Horse-Boxes will be kept at all the principal stations on the line; but to prevent disappointment, it is requisite that notice should be given at the station where they may be required, the day previous. No charge for landing or embarking Carriages or Horses on any part of the line.

Trains marked thus \* stop at Walsall station for passengers going to Birmingham or Stafford, or other first class stations north of Stafford.



| Mls. | UP TRAINS.<br>STATIONS       | Derby to Birmingham<br>and London. |            |           |           |           | Sundays.  |           |           | DOWN TRNS.<br>STATIONS.       | London & Birmingham<br>to Derby. |         |          |          |           |           | Sundays. |         |         |
|------|------------------------------|------------------------------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-------------------------------|----------------------------------|---------|----------|----------|-----------|-----------|----------|---------|---------|
|      |                              | 1                                  | 2          | 3         | 4         | 5         | 7         | 8         | 9         |                               | 1                                | 2       | 3        | 4        | 5         | 6         | 7        | 8       | 9       |
|      | Departure from<br>DERBY..... | a.m. 8 20                          | a.m. 11 45 | p.m. 1 30 | p.m. 4 30 | p.m. 11 0 | a.m. 8 20 | p.m. 5 30 | p.m. 11 0 | Departure from<br>LONDON..... | a.m. ..                          | a.m. .. | a.m. 6 0 | a.m. 8 8 | a.m. 11 0 | p.m. 1 30 | a.m. ..  | a.m. .. | p.m. .. |
| 6½   | Willington ....              | 8 32                               | ..         | 1 42      | 4 42      | ..        | 8 32      | 5 42      | ..        | COVENTRY ..                   | ..                               | ..      | 9 57     | 12 52    | 3 12      | 5 56      | ..       | ..      | ..      |
| 11   | BURTON.....                  | 8 46                               | 12 8       | 1 56      | 4 56      | 11 23     | 8 46      | 5 56      | 11 23     | HAMPTON....                   | ..                               | ..      | 10 30    | 1 12     | 3 45      | 6 25      | ..       | ..      | ..      |
| 14½  | Barton & Walton ..           | 8 55                               | 12 20      | 2 5       | 5 5       | ..        | 8 55      | 6 5       | ..        | Coleshill.....                | ..                               | ..      | 10 40    | 1 31     | 3 55      | 6 35      | ..       | ..      | ..      |
| 17½  | Oakley & Alrewas ..          | 9 3                                | 12 30      | ..        | 5 13      | ..        | 9 3       | 6 13      | ..        | BIRMINGHAM                    | 12 30                            | 7 0     | 10 30    | 1 25     | 4 0       | 6 15      | 12 30    | 7 0     | 5 30    |
| 24   | TAMWORTH..                   | 9 20                               | 12 45      | 2 25      | 5 30      | 12 0      | 9 20      | 6 30      | 12 0      | Bromford Forge                | ..                               | 7 6     | ..       | ..       | 4 6       | 6 21      | ..       | 7 6     | 5 36    |
| 25½  | Wilnecote & Fazly.           | 9 26                               | ..         | 2 31      | 5 36      | ..        | 9 26      | 6 38      | ..        | Castle Bromwich               | ..                               | 7 12    | 10 40    | 1 35     | 4 12      | 6 27      | ..       | ..      | ..      |
| 29½  | Kingsbury.....               | 9 36                               | ..         | 2 41      | 5 41      | ..        | 9 36      | 6 41      | ..        | Water Orton...                | ..                               | 7 18    | 10 48    | 1 41     | 4 18      | 6 33      | ..       | 7 25    | 5 55    |
| 31½  | Whitacre Junc. ..            | 9 40                               | 1 0        | 2 48      | 5 48      | ..        | 9 37      | 6 48      | ..        | Forge Mills ....              | ..                               | 7 22    | 10 52    | ..       | 4 22      | 6 37      | ..       | 7 26    | 5 58    |
| 33½  | Coleshill.....               | 9 50                               | 1 10       | ..        | ..        | ..        | ..        | ..        | ..        | Whitacre Junc. .              | ..                               | 7 28    | 10 58    | 1 51     | 4 28      | 6 43      | ..       | 7 36    | 6 3     |
| 34½  | HAMPTON.....                 | 10 8                               | 1 25       | ..        | 6 5       | ..        | ..        | ..        | ..        | Kingsbury .....               | ..                               | 7 37    | ..       | 1 58     | ..        | 6 51      | ..       | 7 35    | 6 10    |
| 35   | Forge Mills .....            | 9 47                               | 1 12       | 2 53      | 5 53      | ..        | 9 44      | 6 53      | ..        | Wilnecote & Fazly.            | ..                               | 7 47    | ..       | ..       | 4 41      | 7 1       | ..       | 7 40    | 6 15    |
| 34½  | Water Orton.....             | 9 53                               | 1 17       | 2 58      | 5 58      | ..        | 9 50      | 6 58      | ..        | TAMWORTH..                    | 1 18                             | 7 53    | 11 18    | 2 11     | 4 50      | 7 15      | 1 18     | 7 50    | 6 23    |
| 37½  | Castle Bromwich ..           | 9 58                               | 1 22       | 3 8       | 6 6       | ..        | ..        | ..        | ..        | Oakley & Alrewas              | ..                               | 8 0     | 11 30    | 2 23     | 5 3       | 7 21      | ..       | 8 0     | 6 33    |
|      | Bromford Forge ..            | 10 2                               | ..         | ..        | 6 10      | ..        | 10 2      | 7 0       | ..        | Barton & Walton               | ..                               | 8 5     | 11 35    | 2 30     | 5 13      | 7 34      | ..       | 8 5     | 6 38    |
| 41½  | BIRMINGHAM .....             | 10 20                              | 1 45       | 3 20      | 6 20      | 12 45     | 10 20     | 7 15      | 12 45     | BURTON.....                   | 1 50                             | 8 18    | 11 50    | 2 45     | 5 2       | 7 42      | 1 50     | 8 15    | 6 48    |
|      | COVENTRY .....               | 10 47                              | 2 4        | 4 47      | 6 45      | ..        | ..        | ..        | ..        | Willington.....               | ..                               | 8 30    | 12 0     | ..       | 5 35      | 7 53      | ..       | 8 27    | 7 0     |
|      | LONDON.....                  | 3 15                               | 6 30       | ..        | 11 15     | ..        | ..        | ..        | ..        | DERBY, Arr. at                | 2 15                             | 8 50    | 12 15    | 3 15     | 5 45      | 8 15      | 2 15     | 8 50    | 7 15    |

## FARES, FROM BIRMINGHAM

| TO              | 1 Cls. | 2 Cls. | 3 Cls. | TO              | 1 Cls. | 2 Cls. | 3 Cls. |
|-----------------|--------|--------|--------|-----------------|--------|--------|--------|
|                 | s. d.  | s. d.  | s. d.  |                 | s. d.  | s. d.  | s. d.  |
| Hampton ....    | —      | —      | —      | Barton & Walton | 6 0    | 4 6    | 3 6    |
| Coleshill.....  | 2 0    | 1 6    | 1 0    | Burton .....    | 7 0    | 5 0    | 4 0    |
| Kingsbury ..... | 3 0    | 2 6    | 1 6    | Willington..... | 8 0    | 6 0    | 4 6    |
| Tamworth ....   | 4 0    | 3 0    | 2 0    | Derby.....      | 10 0   | 7 0    | 5 0    |
| Oakley, &c. ... | 5 6    | 4 0    | 3 0    |                 |        |        |        |

## FARES, FROM DERBY

| TO              | 1 Cls. | 2 Cls. | 3 Cls. | TO             | 1 Cls. | 2 Cls. | 3 Cls. |
|-----------------|--------|--------|--------|----------------|--------|--------|--------|
|                 | s. d.  | s. d.  | s. d.  |                | s. d.  | s. d.  | s. d.  |
| Willington....  | 1 6    | 1 0    | 0 9    | Kingsbury....  | 7 0    | 5 0    | 4 0    |
| Burton .....    | 3 0    | 2 0    | 1 6    | Coleshill..... | 7 6    | 5 6    | 4 6    |
| Barton & Walton | 4 0    | 3 0    | 2 0    | Hampton .....  | 8 0    | 6 0    | 4 6    |
| Oakley, &c. ... | 4 6    | 3 6    | 2 6    | Birmingham..   | 10 0   | 7 0    | 5 0    |
| Tamworth ....   | 6 0    | 4 6    | 3 6    |                |        |        |        |

Between Birmingham and Derby.—Private Carriages, £1 4s. each; with two wheels (when two carriages are placed on one truck), 18s. each. One Horse 18s.; every additional Horse, 13s. Dogs 2s. each; if under 20 miles, half-price. Carriages and Horses under 15 miles, half-price. Between 15 and 30 miles two-thirds. Exceeding 30 miles, the whole fare. Passengers in or on Private Carriages, pay Second Class fares. Children under 10 years of age, half-price.

Between London and Derby.—First Class, £1 14s.; Second Class, £1 3s. Private Carriages, £4 5s. each. One Horse, £2 17s.; two Horses, £5.; three Horses, £6 15s. Dogs 5s. each.

The Up Trains Nos. 1, 2, 4, 7 and 8 are mixed; 3 first and second class; 5 and 9 1st and 2nd class and mail trains.

The Down Trains Nos. 2, 6, 8, & 9 are mixed; 3, 4 & 5 are 1st and 2nd class only; 1 and 7 are 1st & 2nd class & mail trains.

No. 1 up train is in connexion with one from Nottingham at 7 30 a.m.; No. 2 up train with one from Leeds at 7 30 a.m.; No. 3 up train with one from Darlington at 6 15 a.m.; No. 4 with one at 9 15 a.m. and No. 5 with one at 3 30 p.m.

Passengers to Wakefield, Huddersfield, Halifax, and the neighboring towns, will leave Birmingham by the 12 40, 7, and 10½ a.m. and 1 25 p.m. down trs. The down train at 7 arrives at Derby in the (except Sundays) for a Coach to Ashbourne, Leek & Macclesfield.

The 12 30 and 7 a.m. from Birmingham, and 6 a.m. from London, are continued through to Nottingham, Sheffield, Leeds, York, Hull, and Darlington; those at 8 & 8½ to Hull; that at 4 p.m. from Birmingham to Leeds; and that at 1½ p.m. from London, to Derby.

Passengers by the trains leaving London at 8, 8½ and 11 a.m. and Derby at 4½ p.m. must in each case be re-booked at Hampton.



## BIRMINGHAM AND GLOUCESTER.

| Miles. | DOWN<br>TRAINS.       | BIRMINGHAM TO GLOUCESTER. |           |       |       |           |           |       | Fares. |       |       |     |
|--------|-----------------------|---------------------------|-----------|-------|-------|-----------|-----------|-------|--------|-------|-------|-----|
|        |                       | 1<br>mail                 | 2<br>mail | 3     | 4     | 5         | 6         | GOOD. | 1Cls.  | 2Cls. | 3Cls. |     |
|        | Depart from           | a.m.                      | a.m.      | a.m.  | p.m.  | p.m.      | p.m.      | a.m.  | s. d.  | s. d. | s. d. |     |
|        | BIRMINGHAM..          | 12 44                     | 3 10      | 8 45  | 12 15 | 2 45      | 7 15      | 5 30  | 0      |       |       |     |
| 4      | Lifford, arrival at.. | ..                        | ..        | 9 4   | ..    | ..        | 7 34      | 6 5   | 35     | 1     | 61    | 0 6 |
| 10     | Blackwell, do .....   | ..                        | ..        | 9 22  | ..    | ..        | 7 52      | 6 30  | 5      | 3     | 02    | 0 1 |
| 13     | Bromsgrove, do .....  | 1 29                      | 3 55      | 9 36  | 12 58 | 3 33      | 8 6       | 6 50  | 30     | 3     | 62    | 6 1 |
| 15     | Stoke Works, do ..... | ..                        | ..        | 9 43  | ..    | ..        | 8 13      | 7 0   | 40     | 4     | 63    | 0 2 |
| 18     | Droitwich, do .....   | 1 43                      | 4 9       | 9 51  | 1 13  | 3 48      | 8 21      | 7 17  | 0      | 5     | 03    | 6 2 |
| 24     | Spetchley, do .....   | 2 14                      | 27 10     | 9 1   | 1 28  | 4 4       | 8 39      | 7 45  | 30     | 6     | 64    | 0 2 |
| 28     | Wor'ster, by coach    | 2 31                      | 4 57      | 10 39 | 1 58  | 4 34      | 9 9       | 8 15  | ..     | 6     | 64    | 0 2 |
| 31     | Defford, arrival at   | ..                        | ..        | 10 27 | 1 45  | ..        | 8 57      | 8 20  | 5      | 8     | 65    | 6 3 |
| 32     | Eckington, do .....   | ..                        | ..        | 10 32 | ..    | ..        | 9 2       | 8 25  | 10     | 9     | 06    | 0 3 |
| 35     | Bredon do .....       | ..                        | ..        | 10 40 | ..    | 4 30      | 9 10      | 8 40  | 23     | 9     | 66    | 6 4 |
| 37     | Ashchurch, do .....   | 2 38                      | 5 4       | 10 49 | 2 0   | 4 38      | 9 19      | 8 50  | 37     | 10    | 07    | 0 4 |
| 39     | Tewksbury, branch     | 2 53                      | 5 19      | 11 4  | 2 15  | 4 55      | 9 34      | 9 10  | ..     | 10    | 67    | 6 4 |
| 44     | CHELtenham            | 2 56                      | 5 22      | 11 12 | 2 24  | 5 2       | 9 42      | 9 26  | 7      | 11    | 68    | 0 5 |
| 51     | GLOUCESTER..          | 3 14                      | 5 40      | 11 25 | 2 37  | 5 15      | 9 55      | 9 45  | 7      | 40    | 13    | 6 9 |
|        | UP<br>TRAINS.         | GLOUCESTER TO BIRMINGHAM. |           |       |       |           |           |       | Fares. |       |       |     |
|        |                       | 1<br>mail                 | 2<br>mail | 3     | 4     | 5<br>mail | 6<br>mail | GOOD. | 1Cls.  | 2Cls. | 3Cls. |     |
|        | Depart from           | a.m.                      | a.m.      | p.m.  | p.m.  | p.m.      | p.m.      | a.m.  | s. d.  | s. d. | s. d. |     |
|        | GLOUCESTER..          | 8 15                      | 11 15     | 1 0   | 4 07  | 7 15      | 9 0       | 5 30  | 4      | 15    |       |     |
| 7      | Cheltenham, arrival   | 8 35                      | 11 35     | 1 20  | 4 20  | 7 35      | 9 20      | 6 1   | 4      | 50    | 1     | 61  |
| 14     | Ashchurch, do .....   | 8 54                      | 11 54     | 1 38  | 4 39  | 7 51      | 9 36      | 6 25  | 5      | 15    | 3     | 62  |
| 16     | Tewksbury, branch     | 9 10                      | 12 9      | 2 15  | 4 55  | 8 6       | 9 51      | 6 40  | ..     | 3     | 62    | 6 1 |
| 16     | Bredon, arrival at    | 9 0                       | ..        | ..    | 4 45  | ..        | ..        | 6 36  | 5      | 27    | 4     | 03  |
| 18     | Eckington, do .....   | 9 9                       | ..        | 1 49  | 4 53  | ..        | ..        | 6 48  | 5      | 40    | 5     | 03  |
| 20     | Defford, do .....     | 9 15                      | 12 11     | 1 54  | 4 59  | ..        | ..        | 6 54  | 5      | 48    | 5     | 03  |
| 27     | Spetchley, do .....   | 9 38                      | 12 34     | 2 17  | 5 22  | 8 31      | 10 16     | 7 30  | 6      | 30    | 7     | 04  |
| 31     | Wor'ster, by coach    | 10 8                      | 1 42      | 2 47  | 5 52  | 9 1       | 10 46     | 8 15  | ..     | 7     | 65    | 0 3 |
| 33     | Droitwich, arrival    | 9 55                      | 12 51     | 2 34  | 5 38  | 8 48      | 10 33     | 7 56  | 6      | 55    | 8     | 65  |
| 36     | Stoke Works, do ..... | 10 1                      | ..        | 2 40  | 5 44  | ..        | ..        | 8 9   | 7      | 12    | 9     | 06  |
| 38     | Bromsgrove, do .....  | 10 10                     | 1 7       | 2 48  | 5 52  | 9 4       | 10 49     | 8 25  | 7      | 27    | 9     | 66  |
| 41     | Blackwell, do .....   | 10 28                     | ..        | ..    | 6 7   | ..        | ..        | 8 45  | 7      | 47    | 10    | 67  |
| 47     | Lifford, do .....     | 10 45                     | ..        | ..    | 6 23  | ..        | ..        | 9 10  | 8      | 20    | 12    | 08  |
| 51     | BIRMINGHAM..          | 11 7                      | 2 0       | 3 36  | 6 45  | 9 45      | 11 30     | 9 40  | 9      | 0     | 13    | 6 9 |

Passengers booked between London and Worcester, Cheltenham, and Gloucester, via London and Birmingham Line.

## FROM LONDON.

By the train which leaves Euston station at 6 a.m. (1st and 2nd class), proceeding from Birmingham at a quarter past 12.

By the trains leaving Euston station at 8 (mixed,)  $\frac{1}{4}$  to 9, &  $\frac{1}{4}$  to 10 a.m. (mail & 1st class), proceeding from Birmingham at a  $\frac{1}{4}$  before 3. At 11 a.m. and 1 $\frac{1}{2}$  p.m., proceeding from Birmingham at 7 $\frac{1}{4}$  p.m.; also by the mail train at 8 $\frac{1}{2}$  p.m., proceeding from Birmingham 3 10 a.m.

## TO LONDON.

By the train which leaves Gloucester at a quarter past 8 in the morning, arriving in London at 6 p.m. (1st & 2nd class.)

By the train which leaves Gloucester at 1 p.m. arriving in London at 9 $\frac{1}{4}$  p.m. (1st class) or by the 6 p.m. from Birmingham, arriving in London at 11 $\frac{1}{4}$  p.m. By the Mail train leaving Gloucester at 9 at night, arriving in London at  $\frac{1}{2}$  past 5 a.m. (1st and 2nd class.)

The London Company's trains leave Birmingham for London at 10 a.m., 12 noon, 2 15, 4 p.m., and 12 night.

The Grand Junction Company's trains leave Birmingham for Liverpool and Manchester at 1 $\frac{1}{2}$  & 11 $\frac{1}{2}$  a.m., 2 $\frac{1}{2}$  4 $\frac{1}{2}$  & 7 $\frac{1}{2}$  p.m.

The Derby Company's trains leave Birmingham for Derby at 12 40, & 10 30 a.m. 1 25 and 3 45 p.m.

Coaches leave Worcester for Malvern, Ledbury, & Hereford, at 11 a.m. & 4 45 p.m.

## ONLY THE MAIL TRAINS RUN ON SUNDAYS.

\* From Cheltenham to Gloucester, 10 $\frac{1}{2}$  a.m. and 6 $\frac{1}{2}$  p.m.; from Gloucester to Cheltenham, 9 $\frac{1}{2}$  and 5 $\frac{1}{2}$  p.m. Coaches leave Gloucester for Bristol at 3 $\frac{1}{2}$  and 6 morning (mails) at 12, 2 $\frac{1}{2}$ , 3 $\frac{1}{2}$ , and 5 $\frac{1}{2}$  afternoon; Bath direct 2 $\frac{1}{2}$  p.m.; for Taunton, Exeter, &c. at 3 $\frac{1}{2}$  and 6 morning; for Chepstow, Newport, Cardiff and Swansea, every Tuesday, Thursday, and Saturday mornings at 9; for Ross, Monmouth, Ragland, Abergavenny, Brecon, Merthyr, Landilo, Landover, and Caermarthen, every morning at 4 $\frac{1}{2}$ .



**Liverpool to Manchester**

| First Class                    | Second Class |
|--------------------------------|--------------|
| 3 15 a.m. by Parkside          | 7 0 a.m.     |
| 8 45 " "                       | 9 45 " "     |
| 11 0 " "                       | 11 45 " "    |
| 2 0 p.m. " "                   | 2 Mixed      |
| Stop only at Newton            |              |
|                                | 2 30 p.m.    |
| 4 45 p.m. " "                  | 5 30 " "     |
| 7 30 " " mixed                 |              |
| Stop only at Newton & Parkside |              |

**Manchester to Liverpool**

| First Class                    | Second Class       |
|--------------------------------|--------------------|
| 3 30 a.m. {                    | Per Grand Junction |
| Train to Parkside              |                    |
|                                | 7 30 a.m.          |
| 9 0 a.m. " "                   | 10 0 " "           |
| 11 15 " "                      | 11 45 " "          |
| 2 0 p.m. " "                   | 2 0 mix.           |
| Stop only at Newton            |                    |
| 5 0 p.m. " "                   | * 2½ & 5½ p.m.     |
| 7 30 " " mixed                 |                    |
| Stop only at Newton & Parkside |                    |

The 3¼ a.m. train from Liverpool starts from the Station, Edge Hill, to which place any passenger wishing to go by this train must proceed to take his place.

\* Except on Saturdays, when this train does not start till 3.

**On Sundays.**

| First Class                    | Second Class | First Class                    | Second Class       |
|--------------------------------|--------------|--------------------------------|--------------------|
| 3 15 a.m. by Parkside          |              | 3 30 a.m. {                    | Per Grand Junction |
| 8 0 " "                        | 7 0 a.m.     | Train to Parkside              |                    |
| 4 45 p.m. " "                  | 5 30 p.m.    | 8 0 " "                        | 7 0 a.m.           |
| 7 30 " " mix.                  |              | 5 0 p.m. " "                   | 5 30 p.m.          |
| Stop only at Newton & Parkside |              | 7 30 " " mix.                  |                    |
|                                |              | Stop only at Newton & Parkside |                    |

**Fares.**

|                                                                |         |
|----------------------------------------------------------------|---------|
| By first class train, four inside, royal mail. ....            | 6s. 6d. |
| " ditto six inside, glass coach. ....                          | 6s. 0d. |
| " second class train, glass coaches. ....                      | 6s. 0d. |
| " ditto open carriages. ....                                   | 4s. 6d. |
| Horses: For one horse 14s.; two horses 20s.; three horses 24s. |         |

**To Preston and Wigan.**

| FROM LIVERPOOL. |                          | FROM MANCHESTER. |                           |
|-----------------|--------------------------|------------------|---------------------------|
| 3 15 a.m.       | by Parkside, First Class | 3¼ a.m.          | { Per Grand Junc. } First |
| 8 45 "          | " " Mixed                |                  | { Tr. to Parkside } Class |
| 11 0 "          | " " First Class          | 9 0 a.m.         | " " Mixed                 |
| 2 30 p.m.       | " " 2nd Class            | 11 15 "          | " " First Class           |
| 4 45 "          | " " Mixed                | 2 45 p.m.        | " " 2nd Class             |
| 7 30 "          | " " First Class          | 5 0 "            | " " Mixed                 |
|                 |                          | 7 30 "           | " " First Class           |

**ON SUNDAYS.**

|                                    |                                      |
|------------------------------------|--------------------------------------|
| 3 15 a.m. by Parkside, First Class | 3 1/4 a.m. { Per Grand Junc. } First |
| 7 0 " ..... Mixed                  | Tr. to Parkside } Class              |
| 4 45 p.m. .... Mixed               | 7 0 a.m. .... Mixed                  |
| 7 30 " ..... First Class           | 5 0 p.m. .... Mixed                  |
|                                    | 7 30 " ..... First Class             |

FARES fr. L.pool or Manchester to Preston, 1 cl. 7s. 6d.; 2nd cl. 5s. Ditto to Wigan, do. 5s. do. 3s. 6d.

**To Fleetwood and Poulton.**

| FROM LIVERPOOL.                                                | FROM MANCHESTER.          |
|----------------------------------------------------------------|---------------------------|
| 8 45 a.m. .... Mixed                                           | 9 0 a.m. .... Mixed       |
| 2 30 p.m. .... Do.                                             | 2 45 p.m. .... Do.        |
| On Sundays from Liverpool or Manchester, 7 a.m. second class.  |                           |
| FARES from L.pool or Manchester to Fleetwood, 12s. and 8s. 6d. |                           |
| Ditto ditto                                                    | Poulton, 11s. and 7s. 9d. |

**To Lancaster.**

| FROM LIVERPOOL. |                          | FROM MANCHESTER. |                           |
|-----------------|--------------------------|------------------|---------------------------|
| 3 15 a.m.       | by Parkside, First Class | 3 3/4 a.m.       | { Per Grand Junc. } First |
| 8 45 a.m.       | ..... Mixed              |                  | { Tr. to Parkside } Class |
| 11 0            | ..... First Class        | 9 0 a.m.         | ..... Mixed               |
| 2 30 p.m.       | ..... 2nd Class          | 11 15            | ..... First Class         |
| 4 45            | ..... Mixed              | 2 45 p.m.        | ..... 2nd Class           |
|                 |                          | 5 0              | ..... Mixed               |

FARES from Liverpool or Manchester, 13s. 6d. and 9s.

**To Bolton.**

| FROM LIVERPOOL.            | FROM MANCHESTER.          |
|----------------------------|---------------------------|
| 8 45 a.m. .... First Class | 9 0 a.m. .... First Class |
| 11 45 " " Do.              | 11 45 " " Do.             |
| 2 30 p.m. .... 2nd Class   | 2 45 p.m. .... 2nd Class  |
| 5 30 " " Do.               | 5 30 " " Do.              |

**ON SUNDAYS.**

| FROM LIVERPOOL.                                                                        | FROM MANCHESTER.        |
|----------------------------------------------------------------------------------------|-------------------------|
| 7 0 a.m. .... 2nd Class                                                                | 7 0 a.m. .... 2nd Class |
| 5 30 p.m. .... Do.                                                                     | 5 30 p.m. .... Do.      |
| FARES from Liverpool, inside 5s. 6d., outside 4s.; and from Manchester 2s. 6d. and 2s. |                         |

**To St. Helens.**

| FROM LIVERPOOL.         | FROM MANCHESTER.         |
|-------------------------|--------------------------|
| 7 0 a.m. .... 2nd Class | 7 30 a.m. .... 2nd Class |
| 9 45 " " Do.            | 10 0 " " Do.             |
| 11 45 " " Do.           | 11 45 " " Do.            |
| 2 30 p.m. .... Do.      | 2 45 p.m. .... Do.       |
| 5 30 " " Do.            | 5 30 " " Do.             |

**ON SUNDAYS.**

| FROM LIVERPOOL.                                                                    | FROM MANCHESTER.        |
|------------------------------------------------------------------------------------|-------------------------|
| 7 0 a.m. .... 2nd Class                                                            | 7 0 a.m. .... 2nd Class |
| 5 30 p.m. .... Do.                                                                 | 5 30 p.m. .... Do.      |
| FARES from Liverpool, inside 2s. 6d.; outside 2s., and from Manchester 4s. and 3s. |                         |

**From St. Helens Station**

To Liverpool, 8¼, 10¼ a.m. 12 noon, 3¼, 5¼ p.m. Fares, 2s 6d—2s.  
To Manchester, 7¼, 10 a.m. 12 noon, 2¼ & 5¼ p.m. Fares, 4s—3s.  
To Bolton, 7¼ a.m. 12 noon, and 2¼ & 5¼ p.m. Fares, 4s 6d—3s 6d.  
To Wigan, 7¼ a.m., 2¼ and 5¼ p.m. Fares, 4s—3s.  
To Preston, 7¼, 10 a.m. 2¼ and 5¼ p.m. Fare, 7s—5s 6d.

Fidler's Coach from St. Helens to Southport, meets the train which leave Manchester every day at 11¼ a.m. (Sundays excepted) Fares, 10s. and 7s.



| Mile | STATIONS.       | Manchester to Leeds. |       |       |       |      |      |      |       |       | Sundays. |       |              |                                                                                            | Fares.  |          |  |  |
|------|-----------------|----------------------|-------|-------|-------|------|------|------|-------|-------|----------|-------|--------------|--------------------------------------------------------------------------------------------|---------|----------|--|--|
|      |                 | 1                    | 2     | 3     | 4     | 5    | 6    | 7    | 8     | 9     | 10       | 11    | 12           | Passengers, &c. may be booked through, at the Manchester station, to the following places: |         |          |  |  |
|      | Depart from     | a.m.                 | a.m.  | a.m.  | a.m.  | p.m. | p.m. | p.m. | p.m.  | p.m.  | a.m.     | a.m.  | p.m.         | 1 class.                                                                                   | 2 class | 3 class. |  |  |
|      | MANCHESTR       | 7 0                  | 9 30  | 10 59 | 1 20  | 3 20 | 4 45 | 7 0  | 9 30  | 8 0   | 10 59    | 9 30  | London, day  | 2 16 0                                                                                     | 1 19 0  |          |  |  |
| 5    | MIDDLETON       | 7 15                 | 9 45  |       | 1 36  | 3 36 | 5 0  | 7 15 | 9 45  | 8 20  | 11 15    | 9 50  | .., by night | 2 18 6                                                                                     | 2 2 6   |          |  |  |
| 9    | Blue Pits       | 7 30                 |       |       | 1 58  | 3 58 | 5 15 | 7 38 |       | 8 38  |          | 10 8  | Nottingham   | 1 5 0                                                                                      | 0 18 0  |          |  |  |
| 11   | ROCHDALE        | 7 37                 | 10 5  | 11 34 | 2 8   | 4 8  | 5 22 | 7 48 | 10 10 | 8 48  | 11 34    | 10 18 | Leicester    | 1 9 0                                                                                      | 1 1 0   | 0 12 0   |  |  |
| 14   | Littleborough.. | 7 45                 | 10 12 | 11 40 | 2 16  | 4 16 |      | 7 56 |       | 8 56  | 11 40    | 10 26 |              |                                                                                            |         |          |  |  |
| 20   | TODMORDN.       | 8 0                  | 10 26 | 11 54 | 2 32  | 4 32 | 5 42 | 8 13 | 10 35 | 9 13  | 11 54    | 10 43 |              |                                                                                            |         |          |  |  |
| 21   | Eastwood        |                      | 10 50 |       | 2 36  | 4 36 |      | 8 17 |       | 9 17  |          | 10 47 |              |                                                                                            |         |          |  |  |
| 24   | Hebden Bridge   | 8 16                 | 10 40 | 12 7  | 2 48  | 4 48 | 5 55 | 8 33 | 10 50 | 9 33  | 12 7     | 11 3  |              |                                                                                            |         |          |  |  |
| 26   | Luddenden foot  | 8 22                 |       |       | 2 54  | 4 54 |      | 8 39 |       | 9 39  |          | 11 9  |              |                                                                                            |         |          |  |  |
| 28   | Sowerby Bridge  | 6 20                 | 8 30  | 10 50 | 12 20 | 3 25 | 2 6  | 8 47 | 11 5  | 9 47  | 12 20    | 11 17 |              |                                                                                            |         |          |  |  |
| 31   | ELLAND          | 6 26                 | 8 39  | 10 58 | 12 28 | 3 11 | 11 6 | 13 8 | 57    | 9 57  | 12 28    | 11 27 |              |                                                                                            |         |          |  |  |
| 34   | BRIGHOUSE       | 6 36                 | 8 48  | 11 6  | 12 36 | 3 19 | 5 19 | 6 21 | 9 5   | 10 5  | 12 36    | 11 35 |              |                                                                                            |         |          |  |  |
| 36   | COOPER Bdg.     | 6 44                 | 8 54  | 11 15 | 12 45 | 3 27 | 5 27 | 6 30 | 9 13  | 10 13 | 12 45    | 11 43 |              |                                                                                            |         |          |  |  |
| 41   | Dewsbury        | 7 0                  | 9 4   | 11 25 | 12 55 | 3 37 | 5 37 | 6 40 | 9 25  | 10 25 | 12 55    | 11 55 |              |                                                                                            |         |          |  |  |
| 44   | Horbury         | 7 8                  | 9 12  | 11 33 |       | 3 47 | 5 50 |      | 9 36  | 10 36 |          | 12 6  |              |                                                                                            |         |          |  |  |
| 48   | WAKEFIELD       | 7 18                 | 9 22  | 11 48 | 1 8   | 3 59 | 6 2  | 53   | 9 50  | 10 50 | 1 8      | 12 20 |              |                                                                                            |         |          |  |  |
| 51   | NORMANTN.       | 7 30                 | 9 45  | 12 3  | 1 24  | 4 15 | 6 20 | 7 10 | 10 8  | 11 8  | 1 24     | 12 38 |              |                                                                                            |         |          |  |  |
| 60   | LEEDS, arrival  | 7 55                 | 10 16 | 12 30 | 1 44  | 4 35 | 6 45 | 7 30 | 10 30 | 11 30 | 1 44     | 1 0   |              |                                                                                            |         |          |  |  |

**Fares.**—From Manchester to Leeds, first class, 3d. per mile; second class, 2d. Gentlemen's 4-wheeled carriages, 6d. per mile Parties riding in their own carriage, 2d. per mile; Servants riding outside, and children, waggon fare. A single horse, 2-wheeled carriage, or pony phaeton, 4d. per mile. Any larger number of Horses, if one property, 3d. per mile each.

Passengers proceeding South by the 10 59 a.m. Mail train on Sundays, will have to wait four hours at Normanton.

Passengers for London, Leicester, Leeds, Nottingham, Derby, Chesterfield, Sheffield, Huddersfield, and Bradford, may be booked at the Company's office, Market-st. corner of Brown-street, and conveyed to the station, by omnibus, free of expense. Passengers may be booked through to Liverpool at any of the stations mentioned above.

Lockwood's coach meets the 7 a.m. train at Wakefield for Doncaster; to which place passengers may be booked through at Manchester, in second class carriage and outside road coach, for 9s.

No. 1 meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, London, York, Selby, Hull & Darlington

No. 2 meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Doncaster, Birmingham, Nottingham, Leicester, London, York, Selby, Hull, Darlington, and Newcastle.

No. 3 meets a Coach at Burnley for Colne and Skipton.

No. 4 (Mail) meets trains at Normanton for York, Selby, Hull, Darlington, and Newcastle.

No. 5 meets trains at Normanton for Sheffield, Barnsley, Leicester, Nottingham, & Derby.—No. 6 meets trns. at Normanton for York, Selby, and Hull.

No. 7 meets the London Mail at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, Leicester, London; also Burnley.

No. 11 (Mail) meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, York, Selby, and Hull.

Very superior accommodation is afforded at the Normanton Hotel, for those Passengers or Families wishing to go to London, York, Hull, Newcastle, &c. by the earliest trains. The 9th and 10th trains from Manchester, by remaining all night at Normanton, are peculiarly adapted for this purpose.

No. 3 meets a coach at Eckington sta., (North Midland line), for Boston, Sleaford, Lincoln, Newark, Worksop, Retford & Gainsboro'.



| Mile | STATIONS        | Leeds to Manchester. |      |       |       |       |       |      |      |      | Sundays. |       |      |      | Fares, &c. |  |
|------|-----------------|----------------------|------|-------|-------|-------|-------|------|------|------|----------|-------|------|------|------------|--|
|      |                 | 1                    | 2    | 3     | 4     | 5     | 6     | 7    | 8    | 9    | 10       | 11    | 12   | 13   |            |  |
|      | Depart from     | a.m.                 | a.m. | a.m.  | a.m.  | a.m.  | a.m.  | p.m. | p.m. | p.m. | a.m.     | a.m.  | p.m. | p.m. |            |  |
|      | LEEDS.....      | 5 40                 | ..   | 7 40  | 9 0   | 10 16 | 1 20  | 3 45 | 6 07 | 7 15 | 8 0      | 10 16 | 6 0  | 7 15 |            |  |
| 9    | NORMANTON       | 6 0                  | ..   | 8 0   | 9 20  | 10 41 | 1 50  | 4 10 | 6 20 | 7 40 | 8 26     | 10 41 | 6 26 | 7 40 |            |  |
| 13   | WAKEFIELD..     | 6 8                  | ..   | 8 16  | 9 40  | 10 56 | 2 6   | 4 20 | 6 32 | 7 55 | 8 44     | 10 56 | 6 44 | 7 55 |            |  |
| 17   | Horbury.....    | ..                   | ..   | 8 30  | ..    | ..    | ..    | 2 21 | ..   | 6 44 | ..       | 8 59  | ..   | 6 59 |            |  |
| 20   | Dewsbury.....   | 6 25                 | ..   | 8 42  | 9 54  | 11 10 | 2 33  | 4 41 | 6 54 | 8 9  | 9 11     | 11 10 | 7 11 | 8 9  |            |  |
| 24   | COOPER Bdge.    | 6 40                 | ..   | 8 56  | 10 3  | 11 19 | 2 48  | 4 50 | 7 6  | 18   | 9 26     | 11 19 | 7 26 | 8 18 |            |  |
| 26   | BRIGHOUSE:      | 6 50                 | 7 40 | 9 8   | 10 15 | 11 31 | 3 05  | 0 7  | 16   | 30   | 9 38     | 11 31 | 7 38 | 8 30 |            |  |
| 29   | ELLAND.....     | 7 07                 | 49   | 9 10  | 10 20 | 11 43 | 10 5  | 10 7 | 24   | 35   | 9 47     | 11 41 | 7 47 | 8 35 |            |  |
| 32   | Sowerby Bridge  | 7 97                 | 59   | 9 27  | 10 28 | 11 46 | 3 21  | 5 20 | 7 32 | 8 45 | 9 57     | 11 46 | 7 57 | 8 45 |            |  |
| 34   | Luddenden Foot  | ..                   | 8 6  | 9 34  | ..    | ..    | 3 30  | ..   | 7 38 | ..   | 10 4     | ..    | 8 4  | ..   |            |  |
| 37   | Hebden Bridge.. | 7 18                 | 14   | 9 42  | ..    | 12 1  | 13 40 | ..   | 7 46 | 8 59 | 10 12    | 12 1  | 8 12 | 8 59 |            |  |
| 40   | Eastwood.....   | ..                   | 8 28 | 9 56  | ..    | ..    | 3 50  | ..   | ..   | ..   | 10 26    | ..    | 8 26 | ..   |            |  |
| 41   | TODMORDEN       | 7 38                 | 8 34 | 10 2  | 10 58 | 12 16 | 4 05  | 50   | 8 2  | 9 15 | 10 32    | 12 16 | 8 32 | 9 15 |            |  |
| 47   | Littleborough.. | 7 54                 | 8 50 | ..    | ..    | 12 30 | 4 20  | 6 4  | ..   | 9 29 | 10 48    | 12 30 | 8 48 | 9 29 |            |  |
| 50   | ROCHDALE ..     | 8 39                 | 0    | 10 22 | 11 20 | 12 38 | 4 32  | 6 12 | 8 19 | 9 37 | 10 55    | 12 38 | 8 58 | 9 37 |            |  |
| 52   | Blue Pits.....  | 8 10                 | 9 8  | ..    | ..    | ..    | 4 40  | 6 20 | ..   | ..   | 11 6     | ..    | 9 6  | ..   |            |  |
| 55   | MILLS HILL..    | 8 18                 | 9 17 | ..    | 11 32 | 12 50 | 4 48  | ..   | 8 33 | ..   | 11 16    | 12 50 | 9 16 | ..   |            |  |
|      | Oldham Junction | 8 20                 | 9 20 | 10 40 | ..    | 12 52 | 4 50  | 6 25 | 8 25 | ..   | 11 20    | ..    | 9 20 | ..   |            |  |
| 60   | MANCHESTER      | 8 30                 | 9 30 | 10 50 | 11 45 | 1 15  | 0 6   | 35   | 8 45 | 10 0 | 11 30    | 1 19  | 30   | 10 0 |            |  |

**OLDHAM BRANCH.**—From Manchester at 7 15, 8 10, 9 25, and 10 40 a.m. 12 40, 2 20, 3 50, 4 50, 6 20, and 8 30 p.m.

From Oldham at 7 40, 9, 10 10, and 11 10 a.m. 1 20, 3 20, 4 20, 5 30, 7 10, and 9 p.m.  
**On Sundays,** from Manchester at 7 40, 8 45, 9 45, and 11 10 a.m., 6 and 8 p.m. From Oldham at 8 10 and 10 50 a.m., 1 40, and 6½ p.m.  
**FARES** from Oldham to Manchester, Heywood, Rochdale. First class carriages, 1s. 6d.; second, 1s.; and waggon, 6d.

There is a daily Train from Todmorden to Manchester at 2 p.m.; also a train from Brighouse to Manchester at 7 a.m. on Sundays. Passengers wishing to come from London by the 6 and 9½ a.m. and 9 p.m. trains, *via* Derby to Manchester, or to any station on the Manchester and Leeds Railway, must book for Derby; and passengers sent to or from London train.

Parcels can be forwarded to all parts of the kingdom, from Market-street, corner of Brown-st, Manchester; Albion Hotel, Oldham; Reed Hotel, Rochdale; the Company's Office, Halifax; the Railway Office, Bradford; Swan Railway Office, Huddersfield; Royal Hotel, Dewsbury; Bennett's Office, Wakefield; and from all the stations of the Manchester and Leeds Railway Company.

No. 1 meets Mail train from London, Birmingham, Gloucester, Derby, Chesterfield, and Sheffield; also for Liverpool, Bolton, Preston, and Lancaster.

No. 3 meets trains for Liverpool, Bolton, and Lancaster.

No. 4 meets trains at Normanton from Sheffield, York, and Hull; also for Liverpool and Bolton.

No. 5 (Mail) meets trains at Normanton from York, Darlington and Hull; also for Liverpool, Bolton, Preston, and Lancaster.

No. 6 meets trains at Normanton from Nottingham, Birmingham, Gloucester, Derby, Chesterfield, Sheffield, Hull, Selby, York, and Darlington; also for Liverpool, Bolton, and Preston.

No. 7 meets trains at Normanton from London, Leicester, Nottingham, Birmingham, Derby, Chesterfield, Sheffield, Barnsley, York, Hull, Selby, and Darlington.

No. 8 meets trains at Normanton from London, Leicester, Nottingham, Birmingham, Derby, Chesterfield, and Sheffield.

No. 9 (Mail) meets trs. at Normanton from Derby, Chesterfield, Sheffield, York, Selby, Darlington, and Hull.

No. 10 meets trains from York. No. 11 (Mail) meets trains at Normanton from Derby, Chesterfield, Sheffield, York, and Hull.

No. 12 meets trains at Normanton from London, Leicester, Derby, Chesterfield, and Sheffield.

No. 13 (Mail) meets trains at Normanton from Hull, York, Darlington, and Edinburgh.



| SUNDAYS.     |       |       |       |       |            |       |       |       |       | SUNDAYS.     |             |       |       |       |            |       |       |       |       |
|--------------|-------|-------|-------|-------|------------|-------|-------|-------|-------|--------------|-------------|-------|-------|-------|------------|-------|-------|-------|-------|
| DOWN TRAINS. |       |       |       |       | UP TRAINS. |       |       |       |       | DOWN TRAINS. |             |       |       |       | UP TRAINS. |       |       |       |       |
| 1, 2, 3      | 1 & 2 | 1 & 2 | 1 & 2 | 1 & 2 | 1 & 2      | 1 & 2 | 1 & 2 | 1 & 2 | 1 & 2 | 1, 2, 3      | 1 & 2       | 1 & 2 | 1 & 2 | 1 & 2 | 1, 2, 3    | 1 & 2 | 1 & 2 | 1 & 2 | 1 & 2 |
| Class        | Class | Class | Class | Class | Class      | Class | Class | Class | Class | Class        | Class       | Class | Class | Class | Class      | Class | Class | Class | Class |
| 3CIs         | 3CIs  | 3CIs  | 3CIs  | 3CIs  | 3CIs       | 3CIs  | 3CIs  | 3CIs  | 3CIs  | 3CIs         | 3CIs        | 3CIs  | 3CIs  | 3CIs  | 3CIs       | 3CIs  | 3CIs  | 3CIs  | 3CIs  |
| Depart from  | a.m.  | a.m.  | a.m.  | a.m.  | p.m.       | Mail  | a.m.  | a.m.  | p.m.  | Mail         | Depart from | a.m.  | a.m.  | a.m.  | a.m.       | p.m.  | Mail  | a.m.  | p.m.  |
| London       | ..    | 6 0   | 9 15  | 11 0  | 5 0        | 9 0   | ..    | 8 0   | ..    | 9 0          | Manchester  | ..    | 7 0   | 10 0  | ..         | 4 45  | ..    | ..    | ..    |
| Birmingham   | ..    | 8 30  | ..    | 1 15  | 6 0        | ..    | ..    | ..    | ..    | ..           | Hull        | ..    | 6 15  | 10 40 | ..         | 4 55  | ..    | ..    | 5 0   |
| Coventry     | ..    | 9 12  | ..    | 2 4   | 6 45       | ..    | ..    | ..    | ..    | ..           | Darlington  | ..    | 6 15  | 9 15  | ..         | 3 30  | ..    | ..    | 3 30  |
| Rugby        | 6 45  | 9 45  | 12 50 | 2 50  | 8 40       | 12 20 | 7 30  | 12 15 | 6 0   | 12 20        | York        | ..    | 8 45  | 12 0  | ..         | 6 19  | ..    | 6 45  | 6 19  |
| Ullesthorpe  | 7 5   | 10 0  | 1 10  | 3 10  | 9 0        | 12 40 | 7 50  | 12 35 | 6 20  | 12 40        | Leeds       | ..    | 6 0   | 9 30  | 1 0        | 7 9   | ..    | 7 30  | 7 9   |
| Broughton    | 7 15  | 10 8  | ..    | 3 18  | ..         | ..    | 8 0   | ..    | 6 30  | ..           | Sheffield   | ..    | 7 30  | 10 45 | 1 50       | 8 12  | ..    | 8 45  | 8 12  |
| Wigston      | 7 25  | 10 20 | ..    | 3 30  | ..         | ..    | 8 12  | ..    | 6 42  | ..           | Derby       | 8 15  | 10 30 | 1 15  | 4 40       | 7 30  | 10 40 | 6 45  | 12 15 |
| Leicester    | 7 45  | 10 40 | 1 45  | 3 50  | 9 30       | 1 10  | 8 30  | 1 10  | 7 0   | 1 10         | Borrowash   | 8 25  | ..    | ..    | 7 40       | ..    | 6 56  | ..    | 7 10  |
| Syston       | 7 58  | 10 50 | 2 04  | 5 9   | 9 40       | 1 25  | 8 45  | 1 25  | 7 15  | 1 25         | Sawley      | 8 35  | ..    | ..    | 7 50       | ..    | 7 5   | ..    | 7 20  |
| Sibley       | 8 6   | 11 0  | ..    | 4 15  | ..         | ..    | 8 54  | ..    | 7 24  | ..           | Nottingham  | 8 15  | 10 30 | 1 15  | 4 40       | 7 30  | 9 06  | 45    | 12 15 |
| Barrow       | 8 13  | 11 5  | ..    | 4 25  | ..         | ..    | 9 2   | ..    | 7 32  | ..           | Beeston     | 8 25  | ..    | ..    | 7 40       | ..    | 6 51  | ..    | 7 10  |
| Loughboro'   | 8 20  | 11 15 | 2 18  | 4 35  | 10 0       | 1 45  | 9 10  | 1 45  | 7 40  | 1 45         | Long Eaton  | 8 35  | ..    | ..    | 7 50       | ..    | 7 0   | ..    | 7 20  |
| Kegworth     | 8 32  | 11 25 | 2 30  | 4 50  | 10 12      | ..    | 9 22  | 2 07  | 52    | ..           | Kegworth    | 8 50  | 11 0  | 1 48  | 5 13       | 8 5   | 7 25  | 12 45 | 7 35  |
| Long-Eaton   | 8 58  | 11 45 | ..    | 5 10  | ..         | ..    | 9 45  | ..    | 8 15  | ..           | Loughbro'   | 9 2   | 11 10 | 2 0   | 5 25       | 8 17  | 11 20 | 7 39  | 1 0   |
| Beeston      | 9 7   | 11 58 | ..    | 5 20  | ..         | ..    | 9 53  | ..    | 8 23  | ..           | Barrow      | 9 13  | ..    | ..    | 8 28       | ..    | 7 49  | ..    | 7 58  |
| Arrive at    |       |       |       |       |            |       |       |       |       |              | Sibley      | 9 20  | 11 20 | ..    | 8 35       | ..    | 7 55  | ..    | 8 5   |
| Nottingham   | 9 15  | 12 10 | 3 15  | 5 30  | 10 50      | 4 10  | 10 0  | 2 30  | 8 30  | 4 10         | Syston      | 9 30  | 11 30 | 2 20  | 5 45       | 8 45  | 11 45 | 8 5   | 1 20  |
| Sawley       | 9 53  | 11 40 | ..    | 5 10  | ..         | ..    | 9 40  | ..    | 8 10  | ..           | Leicester   | 9 50  | 11 50 | 2 40  | 6 0        | 9 0   | 12 08 | 30    | 1 40  |
| Borrowash    | 9 0   | 11 50 | ..    | 5 20  | ..         | ..    | 9 50  | ..    | 8 20  | ..           | Wigston     | 10 0  | ..    | ..    | 9 10       | ..    | 8 40  | ..    | 8 40  |
| Derby        | 9 15  | 12 10 | 3 15  | 5 30  | 10 50      | 2 49  | 10 0  | 2 30  | 8 30  | 2 49         | Broughton   | 10 15 | ..    | ..    | 9 25       | ..    | 8 58  | ..    | 8 55  |
| Sheffield    | 11 45 | 2 45  | 5 20  | 8 15  | ..         | 5 0   | ..    | 5 30  | ..    | 5 0          | Ullesthorpe | 10 30 | 12 15 | 3 15  | 6 30       | 9 40  | 12 30 | 9 10  | 2 10  |
| Leeds        | 1 15  | 4 0   | 7 0   | 9 45  | ..         | 6 19  | ..    | 7 15  | ..    | 6 19         | Rugby       | 11 0  | 12 50 | 3 40  | 7 0        | 10 0  | 12 50 | 9 30  | 2 30  |
| York         | 2 0   | 4 45  | 7 45  | ..    | ..         | 6 40  | ..    | 7 30  | ..    | 6 40         | Coventry    | 12 35 | 1 34  | 6 26  | 9 21       | 12 27 | ..    | ..    | ..    |
| Darlington   | 5 15  | 7 0   | ..    | ..    | ..         | 9 25  | ..    | ..    | 9 20  | ..           | Birmingham  | 1 45  | 2 30  | 7 45  | 10 15      | 1 30  | ..    | ..    | ..    |
| Hull         | 3 50  | 5 45  | 9 19  | ..    | ..         | 8 36  | ..    | 8 50  | ..    | 8 36         | London      | 3 15  | 6 0   | 7 45  | 11 15      | ..    | 5 0   | 1 30  | 7 30  |
| Manchester   | 5 0   | 6 20  | 8 45  | ..    | ..         | 8 40  | ..    | 9 30  | ..    | ..           |             |       |       |       |            |       |       |       | 5 0   |

FARES. Nottingham to Leicester, 6s. 6d. and 4s. 6d.; Derby to Leicester, 7s. and 5s.; Nottingham to Loughborough, 4s. and 2s. 6d.  
 N.B. The Mail Trains and the 9 15 a.m. Down and 7 a.m. Up Trains call only at Tring, Wolverton, Blisworth and Weedon, between Rugby and London.

| NOTTINGHAM TO DERBY. |       |       |       |       |          |       |       |       |       | DERBY TO NOTTINGHAM. |             |       |       |       |          |       |       |       |       |
|----------------------|-------|-------|-------|-------|----------|-------|-------|-------|-------|----------------------|-------------|-------|-------|-------|----------|-------|-------|-------|-------|
| SUNDAYS.             |       |       |       |       | SUNDAYS. |       |       |       |       | SUNDAYS.             |             |       |       |       | SUNDAYS. |       |       |       |       |
| 1, 2, 3              | 1 & 2 | 1 & 2 | 1 & 2 | 1 & 2 | 1, 2, 3  | 1 & 2 | 1 & 2 | 1 & 2 | 1 & 2 | 1, 2, 3              | 1 & 2       | 1 & 2 | 1 & 2 | 1 & 2 | 1, 2, 3  | 1 & 2 | 1 & 2 | 1 & 2 | 1 & 2 |
| Class                | Class | Class | Class | Class | Class    | Class | Class | Class | Class | Class                | Class       | Class | Class | Class | Class    | Class | Class | Class | Class |
| 3CIs                 | 3CIs  | 3CIs  | 3CIs  | 3CIs  | 3CIs     | 3CIs  | 3CIs  | 3CIs  | 3CIs  | 3CIs                 | 3CIs        | 3CIs  | 3CIs  | 3CIs  | 3CIs     | 3CIs  | 3CIs  | 3CIs  | 3CIs  |
| Depart from          | a.m.  | a.m.  | a.m.  | a.m.  | p.m.     | Mail  | a.m.  | a.m.  | p.m.  | Mail                 | Depart from | a.m.  | a.m.  | a.m.  | a.m.     | p.m.  | Mail  | a.m.  | p.m.  |
| Nottingham           | 7 20  | 10 40 | 2 45  | 6 0   | 9 0      | 9 0   | 7 0   | 9 0   | ..    | ..                   | Derby       | 3 30  | 9 0   | 1 30  | 4 50     | 7 40  | 3 30  | 9 15  | 8 0   |
| Beeston              | 7 29  | 10 49 | 2 54  | 6 9   | 9 9      | 9 9   | 7 9   | 9 9   | ..    | ..                   | Spondon     | ..    | 9 5   | 1 35  | 4 55     | ..    | ..    | 9 20  | 8 5   |
| Long-Eaton           | 7 38  | 10 58 | 3 3   | 6 18  | ..       | 9 18  | 7 18  | ..    | ..    | ..                   | Borrowash   | ..    | 9 11  | 1 41  | 5 3      | 7 53  | ..    | 9 26  | 8 10  |
| Sawley               | 7 46  | 11 5  | 3 11  | 6 26  | 9 23     | 9 26  | 7 26  | 9 23  | ..    | ..                   | Sawley      | ..    | 9 20  | 1 50  | 5 10     | 8 0   | ..    | 9 35  | 8 20  |
| Borrowash            | 8 55  | 11 15 | 3 20  | 6 35  | ..       | 9 35  | 7 35  | ..    | ..    | ..                   | Long Eaton  | ..    | 9 28  | 1 58  | 5 20     | 8 10  | ..    | 9 43  | 8 28  |
| Spondon              | ..    | 11 20 | ..    | 6 40  | ..       | 9 40  | 7 40  | ..    | ..    | ..                   | Beeston     | ..    | 9 37  | 2 7   | 5 28     | 8 19  | ..    | 9 52  | 8 37  |
| Derby, Arr.          | 8 5   | 11 25 | 3 30  | 6 45  | 9 40     | 9 45  | 7 45  | 9 40  | ..    | ..                   | Nottingham  | 4 10  | 9 45  | 2 15  | 5 35     | 8 25  | 4 10  | 10 0  | 8 45  |

Nos. 3 and 4 from Derby meet trains from Darlington, York, Leeds, Barnley, Sheffield, Manchester, &c. Nos. 1, 2 and 3 from Derby meet coaches at Nottingham for Newark and Lincoln; also No. 4 meets a coach to Lincoln. No. 3 from Derby meets a coach for Ollerton, Retford, Gainsbro' and Doncaster.

Nos. 1 & 3 from Nottingham meet trains at Derby for Chesterfield, Sheffield, Barnsley, Wakefield, Leeds, York, Darlington and Manchester.  
 Nos. 1, 2, 3, and 5 from Nottingham, meet trains at Derby for Birmingham and the West of England.  
 No. 4 from Derby meet trains from Birmingham and the West of England.



## DOWN TRAINS.

## Derby to Leeds.

## Sundays.

## Fares.

## STATIONS.

|                      | 1     | 2     | 3    | 4     | 5     | 6    | 7    | 8    | 9     | 10    | 11   |
|----------------------|-------|-------|------|-------|-------|------|------|------|-------|-------|------|
| Departure from       | mail. | a.m.  | a.m. | a.m.  | a.m.  | a.m. | p.m. | a.m. | mail. | a.m.  | a.m. |
| LONDON .....         | 9 0   | ..    | ..   | 6 0   | 9 15  | ..   | 11 0 | 9 0  | ..    | 8 0   | ..   |
| BIRMINGHAM ..        | 12 40 | ..    | ..   | 7 0   | 10 30 | 1 15 | ..   | 3 45 | 12 40 | ..    | ..   |
| DERBY .....          | 3 19  | ..    | 6 15 | 9 30  | 12 45 | 3 45 | 4 0  | 6 0  | 3 19  | 0     | 3 0  |
| Duffield, Arrival .. | ..    | ..    | 6 39 | ..    | ..    | ..   | 4 14 | ..   | ..    | 7 14  | 3 14 |
| Belper .....         | ..    | ..    | 6 48 | 9 49  | ..    | ..   | 4 22 | 6 19 | ..    | 7 22  | 3 22 |
| Amber Gate .....     | ..    | ..    | 7 3  | 9 59  | 1 11  | ..   | 4 32 | 6 29 | ..    | 7 32  | 3 32 |
| Wingfield .....      | ..    | ..    | 7 18 | 10 10 | ..    | ..   | 4 43 | 6 40 | ..    | 7 43  | 3 43 |
| Stretton .....       | ..    | ..    | 7 25 | ..    | ..    | ..   | 4 54 | ..   | ..    | 7 54  | 3 54 |
| Clay Cross .....     | ..    | ..    | 7 45 | ..    | ..    | ..   | 5 1  | ..   | ..    | 8 1   | 4 1  |
| CHESTERFIELD ..      | 4 12  | ..    | 7 57 | 10 33 | 1 40  | 4 37 | 5 11 | 7 3  | 4 12  | 8 11  | 4 11 |
| Staveley .....       | ..    | ..    | 8 10 | ..    | ..    | ..   | 5 22 | ..   | ..    | 8 22  | 4 22 |
| Eckington .....      | ..    | ..    | 8 19 | 10 48 | 1 55  | ..   | 5 29 | 7 18 | ..    | 8 29  | 4 29 |
| Killamarsh .....     | ..    | ..    | 8 27 | ..    | ..    | ..   | 5 35 | ..   | ..    | 8 35  | 4 35 |
| Beighton .....       | ..    | ..    | 8 34 | ..    | ..    | ..   | 5 41 | ..   | ..    | 8 41  | 4 41 |
| Woodhouse Mill ..    | ..    | ..    | 8 41 | 11 3  | ..    | ..   | 5 47 | 7 33 | ..    | 8 47  | 4 47 |
| Treeton .....        | ..    | ..    | 8 48 | ..    | ..    | ..   | 5 53 | ..   | ..    | 8 53  | 4 53 |
| MASBRO' .....        | 4 43  | 8 39  | 0 11 | 14    | 2 12  | 5 10 | 6 3  | 7 44 | 4 43  | 9 3   | 5 3  |
| SHEFFIELD .....      | 5 0   | ..    | 9 30 | 11 45 | 2 45  | 5 30 | 6 30 | 8 15 | 5 0   | 9 45  | 5 30 |
| Departure .....      | ..    | 7 35  | ..   | 10 45 | 2 0   | 4 50 | 5 30 | 7 30 | ..    | 8 45  | 4 45 |
| Kilnhurst .....      | ..    | 8 19  | ..   | ..    | ..    | ..   | 6 19 | ..   | ..    | 9 19  | 5 19 |
| Swinton .....        | ..    | 8 25  | ..   | 11 33 | ..    | 5 29 | 6 25 | 8 3  | ..    | 9 25  | 5 23 |
| Wath .....           | ..    | 8 32  | ..   | ..    | ..    | ..   | 6 32 | ..   | ..    | 9 32  | 5 32 |
| Darfield .....       | ..    | 8 40  | ..   | 11 45 | ..    | ..   | 6 40 | 8 15 | ..    | 9 40  | 5 40 |
| BARNESLEY .....      | 5 16  | 8 51  | ..   | 11 56 | 2 48  | 5 48 | 6 51 | 8 26 | 5 16  | 9 51  | 5 51 |
| Royston and Notton   | ..    | 9 2   | ..   | ..    | ..    | ..   | 7 2  | ..   | ..    | 10 2  | 6 2  |
| OAKENSHAW .....      | 5 35  | 9 12  | ..   | 12 15 | ..    | ..   | 7 12 | 8 45 | 5 35  | 10 12 | 6 12 |
| NORMANTON .....      | 5 44  | 9 23  | ..   | 12 26 | 3 14  | 6 14 | 7 23 | 8 56 | 5 44  | 10 23 | 6 23 |
| Methley .....        | ..    | 9 42  | ..   | 12 45 | ..    | ..   | 7 42 | ..   | ..    | 10 42 | 6 42 |
| WOODLESFORD .....    | ..    | 9 48  | ..   | 12 51 | ..    | ..   | 7 48 | 9 18 | ..    | 10 48 | 6 48 |
| LEEDS .....          | 6 19  | 10 15 | ..   | 1 15  | 4 0   | 7 0  | 8 15 | 9 45 | 6 19  | 11 15 | 7 10 |
| MANCHESTER ..        | A.M.  | A.M.  | A.M. | P.M.  | P.M.  | P.M. | P.M. | P.M. | A.M.  | A.M.  | P.M. |
| YORK .....           | 8 30  | 11 45 | ..   | 4 30  | 6 35  | 8 45 | 10 0 | ..   | ..    | 1 1   | 9 3  |
| HULL .....           | 6 40  | 11 0  | ..   | 2 0   | 4 45  | 7 45 | ..   | ..   | 6 40  | 3 0   | 8 0  |
| DARLINGTON ..        | 8 36  | 12 30 | ..   | 3 50  | 5 45  | 9 10 | ..   | ..   | 8 36  | 3 50  | 9 0  |
|                      | 9 20  | 1 45  | ..   | 5 15  | 7 0   | ..   | ..   | ..   | 9 20  | ..    | ..   |

## FROM DERBY TO

## 1st Class

## 2nd Class

## 3rd Class

|                  | s. | d. | s. | d. | s. | d. |
|------------------|----|----|----|----|----|----|
| Sheffield .....  | 11 | 0  | 7  | 0  | 4  | 0  |
| Leeds .....      | 18 | 0  | 12 | 0  | 9  | 0  |
| York .....       | 22 | 0  | 15 | 0  | .. | .. |
| Hull .....       | 25 | 0  | 17 | 0  | .. | .. |
| Darlington ..... | 34 | 0  | 23 | 0  | .. | .. |
| Manchester ..... | 22 | 0  | 16 | 0  | 9  | 0  |
| Liverpool .....  | 28 | 6  | 21 | 0  | .. | .. |

Nos. 4, 6, and 7 are in connexion at Derby with trains from Nottingham, and 1, 4, 5, 6, 7, and 8 with trains from Leicester and Loughborough.

## Trains leave DERBY

For Manchester and Liverpool, Dewsbury, Huddersfield, Halifax, Todmorden, Rochdale, &c. at 3 19, and 9 30 a.m.; 12 45, 3 45, and 4 p.m.

Passengers are booked from Derby to all the above stations.

Third class passengers will be conveyed from London by the 7 a.m. train, arriving in Leeds the same evening. Fare 25s.

Passengers may be booked through from London to Manchester and Rochdale *via* Derby, by the 6 and 9½ a.m. and 9 p.m. trains, from Euston square.

First and second class carriages are attached to all the trs., & third class car. to the 6½, 7 35 (from Sheffield), and 9 30 a.m. and 4 and 6 p.m. Time is allowed at Derby for refreshment.

Passengers are particularly requested to notice the number of the carriage on which their luggage is placed.

COACHES.—Swinton station:—Conveyances from and to Doncaster meet Nos. 2, 3, & 5 Up, and 2, 4, & 6 Down trains.  
Leeds sta.—Coaches fr. and to Harrowgate, Bradford, Otley, Knaresbro', Ripon, Bingley, Keighley, Skipton, Settle, Kirby Lonsdale, etc. meet the various trns  
Ambergate station.—Omnibuses from Matlock meet Nos. 2, 3, & 5 Up, and 2, 4, & 6 Down trains.  
4 and 7 down trains.



| Dis-<br>tance. | UP TRAINS.          | Leeds to Derby. |       |       |       |       |      | Sundays. |      |      | Fares.       |              |              |
|----------------|---------------------|-----------------|-------|-------|-------|-------|------|----------|------|------|--------------|--------------|--------------|
|                |                     | STATIONS.       |       |       |       |       |      |          |      |      | LEEDS TO     |              |              |
|                |                     | 1               | 2     | 3     | 4     | 5     | 6    | 7        | 8    | 9    | 1st<br>Class | 2nd<br>Class | 3rd<br>Class |
|                | Departure from      | a.m.            | a.m.  | a.m.  | a.m.  | p.m.  | p.m. | a.m.     | p.m. | p.m. | s.           | d.           | s.           |
|                | DARLINGTON ..       | ..              | ..    | 6 15  | 9 15  | 12 15 | 3 30 | ..       | ..   | 3 30 | 15           | 0            | 7            |
|                | HULL .....          | ..              | ..    | ..    | 10 40 | 1 30  | 4 55 | ..       | ..   | 4 55 | 6            | 0            | 6            |
|                | YORK .....          | ..              | ..    | 8 45  | 12 0  | 3 0   | 6 19 | 6 45     | ..   | 6 19 | 10           | 0            | 3            |
|                | MANCHESTER ..       | ..              | ..    | 7 0   | 10 0  | 1 10  | 4 45 | ..       | ..   | ..   | 6            | 0            | 6            |
| 114            | LEEDS .....         | a.m.            | a.m.  | a.m.  | a.m.  | p.m.  | p.m. | a.m.     | p.m. | p.m. | s.           | d.           | s.           |
| 42             | Woodlesford Arrival | 6 0             | 7 30  | 9 30  | 1 0   | 4 0   | 7 9  | 7 30     | 5 0  | 7 9  | 15           | 0            | 7            |
| 62             | Methley .....       | 6 12            | 7 42  | ..    | ..    | 4 12  | ..   | 7 42     | 5 12 | ..   | 6            | 0            | 6            |
| 94             | NORMANTON ..        | 6 18            | ..    | ..    | ..    | 4 18  | ..   | 7 48     | 5 18 | ..   | 4            | 6            | 3            |
| 122            | OAKENSHAW ..        | 6 31            | 7 58  | 9 55  | 1 25  | 4 31  | 7 29 | 8 1      | 5 31 | 7 29 | 10           | 0            | 5            |
| 164            | Royston and Notton  | 6 49            | 8 16  | 10 13 | ..    | 4 49  | 7 36 | 8 19     | 5 49 | 7 36 | 6            | 6            | 4            |
| 193            | BARNESLEY ..        | 7 1             | ..    | ..    | ..    | 5 1   | ..   | 8 31     | 6 1  | ..   | 4            | 0            | 0            |
| 234            | Darfield .....      | 7 9             | 8 34  | 10 30 | 1 57  | 5 9   | 7 57 | 8 39     | 6 9  | 7 57 | 12           | 0            | 9            |
| 253            | Wath .....          | 7 19            | 8 44  | ..    | ..    | 5 19  | ..   | 8 49     | 6 19 | ..   | 14           | 6            | 6            |
| 274            | Swinton .....       | 7 26            | ..    | ..    | ..    | 5 26  | ..   | 8 56     | 6 26 | ..   | 17           | 0            | 6            |
| 29             | Kilnhurst .....     | 7 33            | 8 55  | 10 46 | ..    | 5 33  | ..   | 9 3      | 6 33 | ..   | 19           | 0            | 14           |
| 322            | MASBRO' .....       | 7 39            | ..    | ..    | ..    | 5 39  | ..   | 9 9      | 6 39 | ..   | 20           | 0            | 13           |
| 372            | SHEFFIELD ..        | 7 49            | 9 8   | 10 57 | 2 24  | 5 49  | 8 26 | 9 19     | 6 49 | 8 26 | 25           | 0            | 13           |
|                | Departure .....     | 8 15            | 9 30  | 11 45 | 2 45  | 6 30  | 8 45 | 9 45     | 7 15 | 9 0  | 35           | 0            | 24           |
| 36             | Treeton .....       | 7 35            | 8 45  | 10 45 | 2 0   | 5 30  | 8 12 | 8 45     | 6 30 | 8 12 | 0            | 0            | 0            |
| 372            | Woodhouse Mill ..   | 8 4             | ..    | ..    | ..    | 6 4   | ..   | 9 34     | 7 4  | ..   |              |              |              |
| 382            | Beighton .....      | 8 10            | 9 26  | ..    | ..    | 6 10  | ..   | 9 40     | 7 10 | ..   |              |              |              |
| 404            | Killamarsh .....    | 8 16            | ..    | ..    | ..    | 6 16  | ..   | 9 46     | 7 16 | ..   |              |              |              |
| 422            | Eckington .....     | 8 24            | ..    | ..    | ..    | 6 24  | ..   | 9 54     | 7 24 | ..   |              |              |              |
| 45             | Staveley .....      | 8 32            | 9 42  | 11 25 | 2 52  | 6 32  | ..   | 10 2     | 7 32 | ..   |              |              |              |
| 483            | CHESTERFIELD ..     | 8 41            | ..    | ..    | ..    | 6 41  | ..   | 10 11    | 7 41 | ..   |              |              |              |
| 522            | Clay Cross .....    | 8 52            | 10 0  | 11 41 | 3 8   | 6 52  | 9 7  | 10 22    | 7 52 | 9 7  |              |              |              |
| 55             | Stretton .....      | 9 5             | ..    | ..    | ..    | 7 5   | ..   | 10 35    | 8 5  | ..   |              |              |              |
| 583            | Wingfield .....     | 9 14            | ..    | ..    | ..    | 7 14  | ..   | 10 44    | 8 14 | ..   |              |              |              |
| 624            | Amber Gate .....    | 9 23            | 10 26 | ..    | ..    | 7 23  | ..   | 10 53    | 8 23 | ..   |              |              |              |
| 654            | Belper .....        | 9 32            | 10 35 | ..    | ..    | 7 32  | ..   | 11 2     | 8 32 | ..   |              |              |              |
| 672            | Duffield .....      | 9 41            | 10 44 | ..    | 3 41  | 7 41  | ..   | 11 11    | 8 41 | ..   |              |              |              |
| 722            | DERBY .....         | 9 48            | ..    | ..    | ..    | 7 48  | ..   | 11 18    | 8 48 | ..   |              |              |              |
|                | Departure .....     | 10 15           | 11 15 | 12 45 | 4 15  | 8 15  | 10 9 | 11 45    | 9 15 | 10 9 |              |              |              |
| 114            | BIRMINGHAM ..       | p.m.            | p.m.  | p.m.  | p.m.  | p.m.  | a.m. | p.m.     | p.m. | a.m. |              |              |              |
| 204            | LONDON .....        | ..              | 1 35  | 3 15  | 6 15  | ..    | 1 0  | ..       | ..   | 1 0  |              |              |              |
|                | Departure .....     | 6 0             | 6 45  | 7 45  | 11 15 | ..    | 5 0  | 7 30     | ..   | 5 0  |              |              |              |

COACHES, &c.—Eckington station:—A Coach from Boston, Sleaford, Lincoln, Newark, Ollerton, Worksop, &c. meets No. 4 Up & 5 Down tr. and returns on the arrival of the No. 4 Up tr. Also, one from Gainsborough, Retford, &c. meets No. 3 Up & No. 4 Down, and waits for No. 5 Up and No. 7 Down trains. Passengers are booked through from Manchester to this station, being the most economical and expeditious route to Manchester Leeds, York, and Sheffield.

Nos. 3, 4, & 7 are in connexion at Derby with trains to Nottingham; and Nos. 1, 3, 4 and 6, with trains to Leicester and Loughborough.

#### Trains leave LEEDS

For Manchester and Liverpool, Dewsbury, Huddersfield, Halifax, Todmorden, Rochdale, &c. at 5 40, 7 40, 9, and 10 16 a.m. mail; 1, 3 45, 6, and 7 15 p.m. mail.

Third class passengers will be conveyed from Leeds by the 7 30 a.m. train, arriving in London the same evening. Fare 25s.

Third class carriages are attached to the 6, and 7½ a.m., and 4 p.m. trains.

Carriage trucks and horse boxes are kept at all the principal stations; but to prevent disappointment it is recommended that notice be given the day previous to their being required.

Persons riding in their own carriages are charged second class fare.

Omnibuses meet trains at the principal stations.



| Going West  |      |      |      |      | Sundays. |      |      | Fares. |    |    | Going East |    |              |      |      | Sundays. |      |      | Fares. |      |      |        |        |    |
|-------------|------|------|------|------|----------|------|------|--------|----|----|------------|----|--------------|------|------|----------|------|------|--------|------|------|--------|--------|----|
|             | 1    | 2    | 3    | 4    | 5        |      |      |        |    |    |            |    | 1            | 2    | 3    | 4        | 5    |      |        |      | 1    | 2      | 3      |    |
| Trains from | a.m. | a.m. | p.m. | p.m. | p.m.     | a.m. | p.m. | p.m.   | s. | d. | s.         | d. | Trains leave | a.m. | a.m. | a.m.     | p.m. | p.m. | a.m.   | a.m. | p.m. | 1 Cls. | 2 Cls. |    |
| Redheugh    |      |      |      |      |          |      |      |        |    |    |            |    | Carlisle     | *7   | 0    | *10      | 2    | 30   | *5     | 0    |      | s.     | d.     |    |
| Newcastle   | 7    | 0    | *10  | 2    | 30       | *5   | 0    | 6      | 30 | 9  | 0          | 1  | 15           | 5    | 0    |          |      |      |        |      | 9    | 0      | *5     | 0  |
| Blaydon     |      |      |      |      |          |      |      |        |    |    |            |    | Milton       |      |      |          |      |      |        |      |      | 2      | 0      | s. |
| Stocksfield |      |      |      |      |          |      |      |        |    |    |            |    | Rose Hill    |      |      |          |      |      |        |      |      | 2      | 0      | s. |
| Hexham      |      |      |      |      |          |      |      |        |    |    |            |    | Haltwhistle  |      |      |          |      |      |        |      |      | 3      | 3      | 2  |
| Haydon Bdg. |      |      |      |      |          |      |      |        |    |    |            |    | Haltwhistle  |      |      |          |      |      |        |      |      | 4      | 3      | 3  |
| Haltwhistle |      |      |      |      |          |      |      |        |    |    |            |    | Haydon Bdg.  | 7    | 0    |          |      |      |        |      | 7    | 0      | 5      | 10 |
| Rose Hill   |      |      |      |      |          |      |      |        |    |    |            |    | Hexham       |      |      |          |      |      |        |      |      | 7      | 3      | 5  |
| Milton      |      |      |      |      |          |      |      |        |    |    |            |    | Stocksfield  |      |      |          |      |      |        |      |      | 8      | 9      | 6  |
| Carlisle    | 10   | 30   | 1    | 30   | 5        | 30   | 8    | 30     |    | 12 | 15         |    | Blaydon      |      |      |          |      |      |        |      |      | 10     | 6      | 8  |
|             |      |      |      |      |          |      |      |        |    |    |            |    | Newcastle    | 8    | 45   | 10       | 30   | 1    | 0      | 6    | 0    | 8      | 45     | 12 |
|             |      |      |      |      |          |      |      |        |    |    |            |    | Redheugh     |      |      |          |      |      |        |      |      | 11     | 0      | 8  |

Passengers must be at the stations five minutes before the time stated in this table, as the doors will then be closed; horses and carriages, 15 minutes before that period. Passengers are particularly requested to address their luggage in full, as the company cannot be accountable for it.—The trains marked thus \* will start from and arrive at Redheugh at the same times as from and at Newcastle. No. 3 both ways are mail trains; and on Sundays, the 5 p.m. West, and 10 a.m. East are mails.

## YORK AND NORTH MIDLAND.

| Departures from York.                                                                    |  | Departures from Leeds.                                                                    |  | Fares.          |          |
|------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------|--|-----------------|----------|
| MORNING TRAINS.                                                                          |  |                                                                                           |  | 1st Cls.        | 2nd Cls. |
| 7 30 to Leeds, Selby, Hull, and Manchester.                                              |  | 6 10 a.m. to Selby and Hull (Mail).                                                       |  | £ s. d.         | £ s. d.  |
| 8 45 to Sheffield, Derby, Nottingham, Leicester, Birmingham and London.                  |  | 7 25, 9 35 a.m. 1 15 (Mail), and 3 p.m. to York, Darlington, Selby, and Hull.             |  |                 |          |
| 9 30 to Leeds, Selby, Hull, & Manchester (Mail)                                          |  | 6 20 p.m. York, Selby, and Hull.                                                          |  | From York       |          |
| 12 0 to Sheffield, Derby, Leicester, Nottingham, Birmingham, London, Manchester & Leeds. |  |                                                                                           |  | To Leeds.....   | 0 6 0    |
| AFTERNOON TRAINS.                                                                        |  | SUNDAYS.                                                                                  |  | Selby .....     | 0 3 6    |
| 1 15 and 6 30 to Leeds, Selby and Hull.                                                  |  | 6 10 a.m. to Selby and Hull (Mail). 8 to York.                                            |  | Hull .....      | 0 8 6    |
| 3 0 Leeds, Selby, Hull, Sheffield, Derby, and Manchester.                                |  | 1 15 (Mail), 6 30 p.m. to York, Selby and Hull.                                           |  | Wakefield ..    | 0 8 0    |
| 6 19 to Sheffield, Derby, Birmingham, Leicester, London and Manchester (Mail).           |  |                                                                                           |  | Cooper bridge   | 10 6 0   |
| SUNDAYS.—MORNING.                                                                        |  | Departures from Selby.                                                                    |  | Elland.....     | 0 12 0   |
| 6 10 Selby and Hull.                                                                     |  | 7 40, 9 40 a.m. 12 5, 3 5 p.m. to Leeds, York, and Darlington.                            |  | Swinton .....   | 0 11 0   |
| 6 45 to Sheffield, Derby, Nottingham, Leicester, Birmingham and London.                  |  | 6 25 to Leeds and York. 8 10 to Leeds.                                                    |  | Masbro' .....   | 0 12 6   |
| 9 30 Leeds and Manchester (Mail).                                                        |  |                                                                                           |  | Manchester ..   | 1 0 0    |
| AFTERNOON.                                                                               |  | SUNDAYS.                                                                                  |  | Sheffield....   | 0 13 6   |
| 6 19 to Sheffield, Derby, Birmingham, Leicester, London and Manchester (Mail).           |  | 9 40 a.m. 6 25 p.m. to Leeds and York.                                                    |  | Chesterfield    | 0 16 0   |
| 6 30 to Leeds, Selby and Hull.                                                           |  |                                                                                           |  | Derby .....     | 1 2 0    |
|                                                                                          |  | York to Darlington & Newcastle.                                                           |  | Nottingham ..   | 1 5 0    |
|                                                                                          |  | 7 20 a.m. Edinbro' Mail) 9 30 and 11 30 a.m.                                              |  | Leicester ..... | 1 9 0    |
|                                                                                          |  | 3 and 5 p.m. On Sundays 7 20 Edinbro' Mail only. On every Monday a market train at 5 a.m. |  | Rugby .....     | 1 14 0   |
|                                                                                          |  |                                                                                           |  | Birmingham      | 1 12 0   |
|                                                                                          |  |                                                                                           |  | London .....    | 2 16 0   |
|                                                                                          |  |                                                                                           |  | (Mail) .....    | 2 18 6   |

Passengers conveyed from York to Scarborough by superior fast coaches in connexion with every train that arrives in York not later than three o'clock in the afternoon.

A Refreshment room at the York station, and ample time allowed between the departure of the trains going either North or South.



## GREAT NORTH OF ENGLAND—45 Miles in length.

| Miles. | SOUTH TRAINS.                       | Newcastle to London |       |       |      |      |       | Miles. | NORTH TRAINS.                      | London to Newcastle |      |       |       |       |       | Miles. |
|--------|-------------------------------------|---------------------|-------|-------|------|------|-------|--------|------------------------------------|---------------------|------|-------|-------|-------|-------|--------|
|        |                                     | 1                   | 2     | 3     | 4    | 5    | 6     |        |                                    | 1                   | 2    | 3     | 4     | 5     | 6     |        |
|        | Depart from Newcastle by Coach..... | a.m.                | a.m.  | a.m.  | a.m. | p.m. | a.m.  |        | Depart from LONDON.....            | a.m.                | p.m. | a.m.  | a.m.  | a.m.  | p.m.  |        |
|        | DARLINGTON                          | *6 15               | 9 15  | 12 15 | 3 30 | 6 30 | 11 30 |        | Birmingham.....                    | 12 40               | ..   | ..    | 7 0   | 10 15 | 12 40 |        |
| 4      | Croft .....                         | ..                  | 9 21  | 12 21 | 3 40 | 6 36 | 3 40  |        | Leicester .....                    | 1 10                | ..   | ..    | 7 45  | ..    | 1 10  |        |
| 8      | Cowton .....                        | 6 30                | 9 36  | 12 36 | 3 52 | 6 51 | 3 52  |        | Nottingham.....                    | ..                  | ..   | ..    | 7 30  | 10 40 | ..    |        |
| 15     | NORTHALLERTON                       | 6 48                | 9 56  | 12 56 | 4 16 | 7 11 | 4 10  |        | DERBY.....                         | 3 19                | ..   | ..    | 9 30  | 12 45 | 3 19  |        |
| 19     | Otterington .....                   | ..                  | 10 6  | ..    | ..   | 7 21 | ..    |        | Sheffield.....                     | ..                  | ..   | 7 45  | 10 45 | 2 0   | ..    |        |
| 23     | THIRSK .....                        | 7 8                 | 10 18 | 1 18  | 4 30 | 7 33 | 4 30  |        | Normanton.....                     | 5 44                | ..   | 9 11  | 12 26 | 3 14  | 5 44  |        |
| 27     | Sessay.....                         | 7 20                | 10 30 | 1 30  | ..   | 7 45 | ..    |        | Leeds .....                        | ..                  | 7 25 | 9 40  | 1 15  | 3 0   | ..    |        |
| 32     | Raskelf .....                       | 7 32                | 10 42 | 1 42  | ..   | 7 57 | ..    |        | Liverpool .....                    | ..                  | ..   | ..    | 8 45  | ..    | ..    |        |
| 34     | ALNE .....                          | 7 36                | 10 48 | 1 48  | 4 58 | 8 3  | 4 58  |        | Manchester .....                   | ..                  | ..   | 7 0   | 11 0  | ..    | ..    |        |
| 35     | Tollerton .....                     | 7 40                | 10 52 | ..    | ..   | 8 8  | ..    |        | Sowerby Bridge .....               | ..                  | 6 20 | ..    | ..    | ..    | ..    |        |
| 39     | Shipton .....                       | 7 51                | 11 5  | 2 5   | ..   | 8 20 | ..    |        | Hull .....                         | ..                  | 6 15 | 8 9   | 10 40 | 1 30  | ..    |        |
| 45     | YORK, Arrival.                      | 8 15                | 11 30 | 2 30  | 5 37 | 8 45 | 5 37  |        | YORK .....                         | 5 0                 | 7 20 | 9 30  | 11 30 | 3 0   | 5 0   | 7 20   |
|        | Hull .....                          | 12 30               | 3 50  | 5 45  | 9 10 | ..   | 8 50  |        | Shipton .....                      | 5 17                | ..   | 9 45  | 11 45 | 3 15  | 5 12  | ..     |
|        | Manchester .....                    | 1 0                 | 5 0   | 6 45  | 10 0 | ..   | 10 0  |        | Tollerton .....                    | 5 31                | ..   | 9 57  | 11 57 | 3 27  | 5 22  | ..     |
|        | Liverpool .....                     | 3 15                | ..    | 8 30  | ..   | ..   | ..    |        | ALNE .....                         | 5 36                | 7 46 | 10 2  | 12 2  | 3 32  | 5 26  | 7 46   |
|        | Leeds .....                         | 11 0                | 2 30  | 4 30  | 8 0  | ..   | 7 30  |        | Raskelf .....                      | 5 44                | ..   | 10 7  | 12 7  | 3 37  | 5 30  | ..     |
|        | Normanton .....                     | 9 55                | 1 10  | 4 10  | 7 29 | ..   | 7 29  |        | Sessay .....                       | 5 57                | ..   | 10 20 | 12 20 | 3 50  | 5 42  | ..     |
|        | Eckington .....                     | ..                  | 2 52  | ..    | ..   | ..   | ..    |        | THIRSK .....                       | 6 10                | 8 14 | 10 33 | 12 33 | 4 3   | 5 54  | 8 14   |
|        | Sheffield.....                      | 11 45               | 2 45  | 6 15  | 8 45 | ..   | 9 0   |        | Otterington .....                  | 6 24                | ..   | 10 45 | 12 45 | 4 15  | 6 5   | ..     |
|        | DERBY .....                         | 12 45               | 4 15  | 8 15  | 10 9 | ..   | 10 9  |        | NORTHALLERTON                      | 6 36                | 8 35 | 10 56 | 12 56 | 4 26  | 6 15  | 8 35   |
|        | Nottingham .....                    | 2 15                | 5 30  | ..    | ..   | ..   | ..    |        | Cowton .....                       | 7 0                 | 8 54 | 11 17 | 1 17  | 4 47  | 6 34  | 8 54   |
|        | Leicester .....                     | 2 40                | 6 0   | ..    | 12 0 | ..   | 12 0  |        | Croft .....                        | 7 13                | ..   | 11 29 | 1 29  | 5 0   | 6 45  | ..     |
|        | Birmingham.....                     | 3 20                | 6 20  | ..    | 1 0  | ..   | 1 0   |        | DARLINGTON, arr                    | 7 30                | 9 20 | 11 45 | 1 45  | 5 15  | 7 0   | 9 20   |
|        | LONDON.....                         | 7 45                | 11 15 | ..    | 5 0  | ..   | 5 0   |        | Newcastle, ar-<br>rival by coach } | ..                  | 1 20 | 3 30  | 5 30  | 9 15  | 11 0  | 1 20   |

| Fares from Darlington. |          | 2 Class 3 Class |          |
|------------------------|----------|-----------------|----------|
| To                     | 1 Class. | To              | 1 Class. |
| York.....              | £0 12 0  | Sheffield       | £0 18 0  |
| London .....           | £0 8 0   | Leeds .....     | £0 18 0  |
| Do. Mail .....         | £0 8 0   | Manchester.     | £0 12 0  |
| Birmingham             | £0 10 6  | Hull.....       | £0 14 0  |
| Derby .....            | £0 14 0  | Leicester..     | £0 18 0  |

| Fares from Darlington. | to              | 1 Class. | 2 Class. | 3 Class. | to | 1 Class. | 2 Class. | 3 Class. |
|------------------------|-----------------|----------|----------|----------|----|----------|----------|----------|
|                        |                 |          |          |          |    |          |          |          |
|                        | York.....       | ..       | ..       | ..       | .. | ..       | ..       | ..       |
|                        | London.....     | ..       | ..       | ..       | .. | ..       | ..       | ..       |
|                        | Do. Mail.....   | ..       | ..       | ..       | .. | ..       | ..       | ..       |
|                        | Birmingham..... | ..       | ..       | ..       | .. | ..       | ..       | ..       |
|                        | Derby .....     | ..       | ..       | ..       | .. | ..       | ..       | ..       |

Nos. 4 and 6 South, and No. 2 North, are Mail trains. First and second class carriages are attached to all the trains, and third class carriages to all except the Mail, Nos. 3, south, and 4, north trains.—Time is allowed at York for refreshment.

The No. 2 South train meets a Coach at Eckington for Lincoln, Newark, Worksop, Boston, and Sleaford. Nos. 1, 2, and 4 South trains are in connexion with trains from Birmingham to Cheltenham, &c. Coach places may be secured at the Railway Offices in York and London.

**DARLINGTON.** Trains to and from Bishop Auckland, Sunderland, Hartlepool, and Stockton-on-Tees, meet the arrival and departure of the trains at Darlington. The Mail (via Berwick and Dunbar) leaves Darlington at 9 a.m. and arrives in Edinburgh at 2 a.m.

**COWTON.** A Mail coach leaves Richmond daily at 7 15 a.m. and 2 10 p.m. to meet the mail trains; returning immediately on their arrival.

**NORTHALLERTON.** A Mail coach leaves Northallerton daily, on the arrival of the North Mail train, for Bedale and Leyburn; and leaves Leyburn at 12 15 p.m. to meet South Mail train. An omnibus between Bedale & Masham meets the arrival and departure of the mail.

**THIRSK.** A Mail coach leaves Ripon daily at 6 55 a.m. arriving at Thirsk at 8 10; and returns on the arrival of the South Mail at 4 35 p.m. The Nonpareil coach leaves Darlington for Barnard Castle every morning on the arrival of the North Mail train; and returns in time for No. 5 South train.

A Mail coach leaves Darlington every morning on the arrival of No. 2 North Mail train, by Barnard Castle, Brough, Appleby, and Temple Sowerby, to Penrith, arriving at 6 p.m. It returns from Penrith at 7 a.m., and arrives in Darlington to meet No. 4 South Mail train at 3 30.

A Coach leaves Newcastle for Darlington every evening at 8 15 p.m.



| Up Trains.          | Sundays |       |       |      |      |      |       | Down Trs.       | Sundays |       |       |       |       |       |       |
|---------------------|---------|-------|-------|------|------|------|-------|-----------------|---------|-------|-------|-------|-------|-------|-------|
|                     | 1       | 2     | 3     | 4    | 5    | 6    | 7     |                 | 1       | 2     | 3     | 4     | 5     | 6     | 7     |
| Departure.          | a.m.    | a.m.  | a.m.  | p.m. | p.m. | p.m. | a.m.  | Departure.      | p.m.    | a.m.  | a.m.  | a.m.  | a.m.  | p.m.  | a.m.  |
| Hull .....          | 6 15    | 8 9   | 10 40 | 1 30 | 4 55 | 6 40 | 8 9   | London .....    | 9 0     | ..    | ..    | ..    | 6 0   | 9 15  | 9 0   |
| Hessle .....        | 6 30    | 8 22  | 10 55 | 1 45 | 5 8  | 6 55 | 8 22  | Birmingham ..   | 12 40   | ..    | ..    | 7 0   | 10 30 | 1 30  | 12 40 |
| Ferriby .....       | 6 38    | 8 30  | 11 3  | 1 53 | 5 16 | 7 3  | 8 30  | Derby .....     | 3 19    | ..    | ..    | ..    | 9 30  | 12 45 | 3 45  |
| Brough .....        | 6 47    | 8 39  | 11 12 | 2 0  | 5 25 | 7 12 | 8 39  | Ambergate ..... | ..      | ..    | ..    | 9 59  | 1 11  | ..    | ..    |
| Staddethorpe ..     | 7 3     | 8 53  | 11 28 | 2 18 | 5 39 | 7 28 | 8 53  | Sheffield ..... | ..      | ..    | *7 35 | 10 45 | 2 0   | 4 50  | ..    |
| Eastrington ..      | 7 11    | ..    | ..    | 2 26 | 5 47 | ..   | 9 1   | Swinton .....   | ..      | ..    | ..    | 11 33 | ..    | 5 29  | ..    |
| Howden .....        | 7 22    | 9 12  | 11 47 | 2 37 | 5 58 | 7 42 | 9 12  | Oatenshaw ..    | 5 35    | ..    | 9 12  | 12 15 | ..    | ..    | 5 35  |
| Cliff .....         | 7 35    | ..    | ..    | 2 50 | 6 10 | ..   | 9 24  | Liverpool ..... | ..      | ..    | ..    | 8 45  | ..    | 11 45 | ..    |
| Selby .....         | 7 50    | 9 39  | 12 15 | 3 5  | 6 25 | 8 10 | 9 39  | Manchester ..   | ..      | ..    | 7 0   | 10 59 | ..    | 3 20  | ..    |
| Leeds (arrival) ..  | 9 0     | 10 50 | 1 15  | 4 30 | 7 30 | 9 15 | 10 35 | Elmd. ....      | ..      | 6 26  | 8 39  | ..    | ..    | 5 11  | ..    |
| York do. ....       | 8 50    | 10 45 | 2 0   | 4 30 | 7 40 | ..   | 10 35 | Wakefield ..... | ..      | 7 18  | 9 22  | 1 8   | ..    | 6 2   | ..    |
| Darlington .....    | 11 45   | 1 45  | 5 15  | 7 0  | ..   | ..   | ..    | Normanton ..    | 5 44    | 7 30  | 9 39  | 1 24  | 3 14  | 6 20  | 5 44  |
| Normanton ..        | 9 20    | 10 41 | 1 25  | 4 10 | 7 29 | ..   | 10 41 | Darlington ..   | ..      | ..    | 6 15  | 9 15  | 12 15 | 3 30  | ..    |
| Wakefield .....     | 9 40    | 10 56 | 2 6   | 4 20 | 7 55 | ..   | 10 56 | York .....      | ..      | *7 30 | 9 30  | 1 15  | 3 0   | 6 30  | 6 10  |
| Manchester .....    | 11 45   | 1 1   | 5 0   | 6 35 | 10 0 | ..   | 1 1   | Leeds .....     | 6 11    | 7 25  | 9 35  | 1 15  | 3 0   | 6 20  | 6 11  |
| Liverpool .....     | 1 30    | 3 15  | 7 15  | 9 0  | ..   | ..   | 6 15  | Selby .....     | 7 6     | 8 40  | 10 55 | 2 20  | 4 15  | 7 35  | 7 6   |
| Swinton .....       | 10 46   | ..    | ..    | 5 33 | ..   | ..   | ..    | Cliff .....     | ..      | 8 49  | ..    | 2 29  | 4 25  | 7 44  | 7 15  |
| Sheffield (arr.) .. | 11 45   | ..    | 2 45  | 6 30 | 8 45 | ..   | 9 0   | Howden .....    | 7 27    | 9 2   | 11 17 | 2 41  | 4 40  | 7 57  | 7 27  |
| Ambergate .....     | ..      | ..    | ..    | 7 32 | ..   | ..   | ..    | Eastrington ..  | ..      | 9 11  | ..    | 2 49  | 4 51  | 8 6   | 7 35  |
| Derby .....         | 12 45   | ..    | 4 15  | 8 15 | 10 9 | ..   | 10 9  | Staddethorpe .. | 7 43    | 9 19  | 11 34 | 2 57  | 5 0   | 8 14  | 7 43  |
| Nottingham ..       | 2 15    | ..    | 5 30  | ..   | ..   | ..   | ..    | Brough .....    | 7 57    | 9 35  | 11 50 | 3 11  | 5 19  | 8 30  | 7 57  |
| Leicester (arr.) .. | 2 40    | ..    | 6 0   | ..   | 12 0 | ..   | 12 0  | Ferriby .....   | 8 6     | 9 44  | 11 59 | 3 20  | 5 30  | 8 39  | 8 6   |
| Birmingham ..       | 3 15    | ..    | 6 15  | ..   | 1 0  | ..   | 1 0   | Hessle .....    | 8 17    | 9 55  | 12 10 | 3 31  | 5 43  | 8 50  | 8 17  |
| London .....        | 7 45    | ..    | 11 15 | ..   | 5 0  | ..   | 5 0   | Hull .....      | 8 36    | 10 15 | 12 30 | 3 50  | 6 0   | 9 10  | 8 36  |

## Fares.

|                     | 1 Cls. | 2 Cls. | 3d Cls. |
|---------------------|--------|--------|---------|
| Hull to Selby..     | 5 0    | 3 6    | 2 6     |
| " York ....         | 8 6    | 6 0    | 4 6     |
| " Darlington 20 6   | 14 0   | 9 6    |         |
| " Leeds ..10 0      | 7 6    | 5 6    |         |
| " Sheffield 15 6    | 11 6   | —      |         |
| " Normanton 9 6     | 7 0    | 5 0    |         |
| " Derby ..25 0      | 17 6   | —      |         |
| " Manchester 23 0   | 15 6   | 11 0   |         |
| " Birmingham 35 0   | 24 6   | —      |         |
| " London..59 0      | 40 6   | —      |         |
| Do. night mail 61 6 | 44 0   | —      |         |
| Hull to L.pool*29 6 | 20 6   | —      |         |

\* The Liverpool fares include the Omnibus fare.

UP TRAINS.—Nos. 2, 5, 6, and 7 are Mail trains. Passengers by the 6 15 a.m. train to Derby will have to wait about one hour at Normanton, where refreshments, &c. may be had at the New Rooms and Hotel. † Cheap train to Sheffield. ‡ Cheap train to York, and Coach from Selby to Doncaster. § Cheap train to Leeds.

DOWN TRAINS.—Nos. 1, 6, and 7 are Mail trains. \* Cheap train from Sheffield to Hull. † Cheap train from Leeds and York to Hull.

On Tuesdays the Market train leaves Hull for Selby at 4 p.m. calling at all the stations. Refreshments may be had in the house adjoining the passengers' booking office at the Hull station. On the arrival of the Mail train from London, the Mail Coach will depart from Hull for Scarborough and Whitby, through Beverley, Driffield, Bridlington, and Hummanby, returning in time for the Mail train at 4 55 p.m. A Coach also leaves Hull daily (Sundays excepted) at 3 p.m. for Driffield, and Bridlington.

Coaches from Hull to Brigg, Spital and Lincoln, at 7 and 11 a.m. and 4 p.m.; also to Beverley at 8 30 and 9 30 a.m. and 3 and 5 p.m.; also to Cottingham daily.

An Omnibus leaves the Howden station for Goole (Sundays excepted) after the arrival of the Nos. 2 and 5 Up and Down trains; it also leaves Goole for the station at 7 45 a.m. and 4 35 p.m. meeting the Nos. 2 and 5 Up and Down trains. The Omnibus takes passengers to and from Howden by all the trains.

DONCASTER AND ASKERN.—Passengers may be booked at the Railway office by the 4 55 p.m. train from Hull, and Coach from Selby, to Doncaster, Askern, and Knottingley. The same coach leaves Doncaster at 8 a.m. through Askern to Selby, joining the train which arrives in Hull about 12 30.



| Stations.        | Godley to Manchester. |      |       |       |      |      |      |      |      |      | Fares. |        |        |  |  | Sunday Trains.—Godley to Manchester, 8 & 9 a.m.; 5½, 7 & 8 p.m. From Manchester 9, and 10 a.m.; 7, 8, and 8.40 p.m. CONVEYANCE TO AND FROM SHEFFIELD.—The Empire coach will leave Sheffield every morning (except Sunday) at 8½ p.m. via Ashopton Inn, Woodlands, Snake, and Glossop, and meet the 1 p.m. train to Manchester at Godley station, and return upon the arrival of the 2 p.m. train from Manchester, arriving at the Commercial and Tontine Inns, Sheffield, in time for coaches the same evening to Doncaster, Worksop, and Retford, and for the North Midland trains to Chesterfield, Derby, Nottingham, Loughborough, and Leicester. All the trains are mixed, and consist of first, second, and third class carriages. |
|------------------|-----------------------|------|-------|-------|------|------|------|------|------|------|--------|--------|--------|--|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  | a.m.                  | a.m. | a.m.  | a.m.  | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | 1 Cls. | 2 Cls. | 3 Cls. |  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Godley .....     | 8 0                   | 9 0  | 10 0  | 11 0  | 1 0  | 3 0  | 4 0  | 5 0  | 7 0  | 8 0  | s. d.  | s. d.  | s. d.  |  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Newton .....     | 8 3                   | 9 3  | 10 3  | 11 3  | 1 3  | 3 3  | 4 3  | 5 3  | 7 3  | 8 3  | 0 3    | 0 2    | 0 2    |  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Dukinfield ..... | 8 9                   | 9 9  | 10 9  | 11 9  | 1 9  | 3 9  | 4 9  | 5 9  | 7 9  | 8 9  | 0 6    | 0 4    | 0 3    |  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Ashton .....     | 8 13                  | 9 13 | 10 13 | 11 13 | 1 13 | 3 13 | 4 13 | 5 13 | 7 13 | 8 13 | 0 8    | 0 5    | 0 4    |  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Fairfield .....  | 8 19                  | 9 19 | 10 19 | 11 19 | 1 19 | 3 19 | 4 19 | 5 19 | 7 19 | 8 19 | 1 0    | 0 8    | 0 6    |  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Gorton .....     | 8 23                  | 9 23 | 10 23 | 11 23 | 1 23 | 3 23 | 4 23 | 5 23 | 7 23 | 8 23 | 1 2    | 0 9    | 0 8    |  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Manchester, arr. | 8 28                  | 9 28 | 10 28 | 11 28 | 1 28 | 3 28 | 4 28 | 5 28 | 7 28 | 8 28 | 1 8    | 1 3    | 1 0    |  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

| Stations.       | Manchester to Godley. |       |       |       |      |      |      |      |      |      | Fares. |        |        |  |  | Sunday Trains.—Godley to Manchester, 8 & 9 a.m.; 5½, 7 & 8 p.m. From Manchester 9, and 10 a.m.; 7, 8, and 8.40 p.m. CONVEYANCE TO AND FROM SHEFFIELD.—The Empire coach will leave Sheffield every morning (except Sunday) at 8½ p.m. via Ashopton Inn, Woodlands, Snake, and Glossop, and meet the 1 p.m. train to Manchester at Godley station, and return upon the arrival of the 2 p.m. train from Manchester, arriving at the Commercial and Tontine Inns, Sheffield, in time for coaches the same evening to Doncaster, Worksop, and Retford, and for the North Midland trains to Chesterfield, Derby, Nottingham, Loughborough, and Leicester. All the trains are mixed, and consist of first, second, and third class carriages. |
|-----------------|-----------------------|-------|-------|-------|------|------|------|------|------|------|--------|--------|--------|--|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                 | a.m.                  | a.m.  | a.m.  | noon  | p.m. | p.m. | p.m. | p.m. | p.m. | p.m. | 1 Cls. | 2 Cls. | 3 Cls. |  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Manchester....  | 9 0                   | 10 0  | 11 0  | 12 0  | 2 0  | 4 0  | 5 0  | 6 0  | 8 0  | 8 45 | s. d.  | s. d.  | s. d.  |  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Gorton.....     | 9 7                   | 10 7  | 11 7  | 12 7  | 2 7  | 4 7  | 5 7  | 6 7  | 8 7  | 8 52 | 9 0    | 7 0    | 0 5    |  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Fairfield.....  | 9 12                  | 10 12 | 11 12 | 12 12 | 2 12 | 4 12 | 5 12 | 6 12 | 8 12 | 8 57 | 0 10   | 0 8    | 0 6    |  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Ashton.....     | 9 19                  | 10 19 | 11 19 | 12 19 | 2 19 | 4 19 | 5 19 | 6 19 | 8 19 | 9 4  | 1 2    | 0 10   | 0 8    |  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Dukinfield..... | 9 22                  | 10 22 | 11 22 | 12 22 | 2 22 | 4 22 | 5 22 | 6 22 | 8 22 | 9 7  | 1 3    | 0 11   | 0 9    |  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Newton.....     | 9 28                  | 10 28 | 11 28 | 12 28 | 2 28 | 4 28 | 5 28 | 6 28 | 8 28 | 9 13 | 1 5    | 1 1    | 0 10   |  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Godley, arrival | 9 30                  | 10 30 | 11 30 | 12 30 | 2 30 | 4 30 | 5 30 | 6 30 | 8 30 | 9 15 | 1 8    | 1 3    | 1 0    |  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

Fares from Godley to Gorton, 1s.—8d.—6d. Manchester to Gorton, 10d.—8d.—6d.

## STOCKTON AND HARTLEPOOL.

## North Trains.

London to York, 6 a.m.; mail 9 p.m.

York to Darlington, mail 7 20, 9 30, and 11 30 a.m.; 3 30 & 5 p.m.

Hartlepool to Sunderland, 8½ and 10½ a.m.; 12½ and 4 p.m.

Sunderland to Newcastle and Shields, 11 a.m., 1, 3, 6, 7, & 8 p.m.

Newcastle to Carlisle, 5½, 9, 12 noon; 2½, 5, and to Haydon Bridge only, 7 p.m.

**On Sundays** trains leave Stockton for Hartlepool at 8 a.m. and 12½ p.m.; and return at 10 20 a.m. and 4 p.m. Trains leave Sunderland for Newcastle & Shields, by the Brandling Junction Railway, at 8, 9, 10, 11 and 12 a.m. 2, 3, 4, 5, 6, 7, & 8 p.m. Fares.—Stockton to Sunderland, 4s. 6d., 3s. 6d., 2s. 6d.; to Hartlepool, 2s., 1s. 6d., 1s. 3d.; Hartlepool to Sunderland, 2s. 9d., 2s. 3d., 1s. 6d.

\* On the arrival of this train at Stockton a coach leaves for Whitey and Scarbro'. † On the arrival of these trains at the Billington station, a coach leaves for Port Clarence and Middlesbro', returning at 9, 11½ a.m., 2½, 4 35 p.m. to meet trains to Hartlepool, &c.

## DURHAM AND SUNDERLAND.—15 Miles in length.

Fares from Sunderland to Hartlepool, 2s. 9d., 2s. 3d., 1s. 6d.; to Stockton, 4s. 6d., 3s. 6d., 2s. 6d.; to Durham, 1s. 6d., 1s. 3d. Omnibuses run between the Sunderland Railway and Brandling Junction Railway Stations to meet the trains to and from the two former places.—Fare, Sixpence each passenger.

Leaves Sunderland for Durham at 8 15, 11½ a.m.; 2 30, and 5 p.m. Sunderland for Hartlepool & Stockton, at 8 15, 10 15 a.m., 12 15 and 3 45 p.m. Durham for Sunderland, at 7 40, 11 a.m., and 4 45 p.m. Durham for Hartlepool at 7 40 a.m., 3 p.m. Hartlepool for Sunderland, at 8 30, 10 30 a.m.; 12 30 and 4 p.m. Hartlepool for Durham, at 10 30 a.m., and 4 p.m.



**Manchester to Bolton.**

First class, stopping at Stoneclough only, 8½ a.m., 2½ and 6 p.m.  
 Second class, stopping at all the stations, 9½ and 11 a.m. 4 & 7½ p.m.  
 Third class, stopping at Stoneclough only, 7½ a.m. 8½ p.m.

**On Sundays** 7½ a.m. & 5½ p.m., stopping at all the stations.  
**Bolton to Manchester.**

First class, stopping at Stoneclough only, 10 a.m., 4½ and 8½ p.m.  
 Second class, stopping at all the stations, 8½, 11½ a.m. 1 & 6 p.m.  
 Third class, stopping at Stoneclough only, 7½ a.m. 8½ p.m.

**On Sundays** 9½ a.m. & 7½ p.m., stopping at all the stations.

In addition to the above on Tuesdays, Thursdays, and Saturdays, a first class train will leave Bolton for Manchester at 9 a.m. and return at 5 p.m. † This train stops at Mosesgate.

FARES on Sundays, from Bolton to Manchester, 2s. 6d. and 1s.

| From<br>Manchester Station | Distance<br>in<br>Miles. | Time of<br>arrival from<br>time of<br>starting | Fares.           |       |  |
|----------------------------|--------------------------|------------------------------------------------|------------------|-------|--|
|                            |                          |                                                | 1st Cls. 2d Cls. |       |  |
|                            |                          | Minutes                                        | s. d.            | s. d. |  |
| To Windsor Bridge ....     | 1                        | 5                                              | 0 6              | 0 3   |  |
| Dixon Fold .....           | 5                        | 20                                             | 1 6              | 0 9   |  |
| Stoneclough .....          | 7                        | 28                                             | 1 9              | 1 0   |  |
| Mosesgate .....            | 8½                       | 35                                             | 2 3              | 1 3   |  |
| Bolton .....               | 10                       | 40                                             | 2 6              | 1 6   |  |
| From Bolton Station        |                          |                                                |                  |       |  |
| To Mosesgate .....         | 1½                       | 5                                              | 0 6              | 0 3   |  |
| Stoneclough .....          | 3                        | 12                                             | 1 0              | 0 6   |  |
| Dixon Fold .....           | 5                        | 20                                             | 1 6              | 0 9   |  |
| Windsor Bridge .....       | 8½                       | 35                                             | 2 6              | 1 6   |  |
| Manchester .....           | 10                       | 40                                             | 2 6              | 1 6   |  |

From Manchester to Horwich, Blackrod, Adlington, & Chorley, and thence by coach to Preston:—First class 8½ a.m., 2½ & 6 p.m. 2nd class, 9½ a.m. Great facilities are offered by this route for passengers to Fleetwood, Blackpool, and the Lakes; and passengers are conveyed to Southport, by coaches meeting the 9½ a.m. 2½ p.m. trains at Chorley.

FARES from Manchester to Horwich and Blackrod, 1st class, 4s., second 2s. 6d., Sunday 2nd class 1s. 8d.; to Adlington, 4s. 6d.—2s. 10d.—Sundays 2s.; to Chorley, 5s.—3s.—Sundays 2s.; to Clayton Green, 6s. 6d.—4s.; to Bamber Bridge 7s.—4s. 6d.; to Preston, 7s. 6d.—5s.; to Southport, 10s.—7s.

Blackburn coaches meet, at Bolton, the 8½ a.m. and 5 p.m. trains from Manchester, on Tuesdays, Thursdays, and Saturdays, and the 8½ a.m. and 6 p.m. trains on Mondays, Wednesdays, and Fridays.

Manchester to Preston, 8½ and 9½ a.m., 2½ and 6 p.m.

From Bolton at 8½ and 10 a.m., 2½ and 6½ p.m.

From Preston, by coaches from the Bull Inn, 8½, and 9 40 a.m. 2½, and 6½ p.m.

From Chorley to Preston by coaches, and by trains to Bolton, &c. at 9½ and 10½ a.m. 3½, and 7½ p.m.

**On Sundays**—From Manchester to Bolton and Chorley 7½ a.m. and 5½ p.m.

From Bolton to Chorley 8½ a.m. and 6½ p.m.

From Chorley to Bolton and Manchester, 9 a.m. and 7 p.m.

On Tuesdays there is a train from Bolton to Chorley at 7½, returning at 8½.

Third class passengers conveyed by all the trains between Bolton and Chorley.

**Fares from Bolton**

|                         | First Class |    | Second Class |    | Third Class |    |
|-------------------------|-------------|----|--------------|----|-------------|----|
|                         | 1s          | 6d | 1s           | 0d | 0s          | 8d |
| To Horwich and Blackrod | 1s          | 6d | 1s           | 0d | 0s          | 8d |
| Adlington .....         | 2           | 0  | 1            | 4  | 1           | 0  |
| Chorley .....           | 2           | 6  | 1            | 6  | 1           | 0  |
| Clayton Green .....     | 4           | 0  | 2            | 6  | 0           | 0  |
| Bamber Bridge .....     | 4           | 6  | 3            | 0  | 0           | 0  |
| Preston .....           | 5           | 6  | 3            | 6  | 0           | 0  |
| Southport .....         | 9           | 0  | 6            | 0  | 0           | 0  |

On Sundays 2nd class passengers are charged only 3d class fares.

**Southport.**—Passengers and parcels may be booked through to Southport by the trains from Manchester at 9½ a.m. 2½ p.m. and from Bolton 10 a.m. 2½ p.m. Howarth's Coaches leave Southport every day (Sundays excepted) at 7½ and 12, arriving at Chorley in time for the train from thence to Bolton & Manchester, at 10½ & 3½.

**Fleetwood and Blackpool.**—The Preston and Wyre railway trains leave Preston at 8½ and 11½ a.m. and 5 20 p.m.; and those from Fleetwood at 8 25 a.m., 2 50, and 4 45 p.m.

Fares between Preston and Fleetwood, 4s. 6d.—3s. 6d.—2s. 6d.

**Lancaster.**—Railway trains leave Preston at 6 25, & 10½ a.m. 12 40, 4 50, and 7 p.m.; and Lancaster at 7 10 and 8½ a.m., 1 10 and 5 30 p.m. Fares 5s.—3s.—1s. 6d.

**Lancaster and Kendal.**—The Swift Packet Boats on the canal leave Preston at 11 a.m., 1½ and 4 p.m.; from Kendal at 6½ and 8½; from Lancaster (for Preston) at 6, 9 50, and 11 50.

Fares to Lancaster 1s. 6d. and 1s. To Kendal 4s. 6d. and 3s.

Passengers and parcels booked at the Manchester and Bolton Railway Offices, New Bailey-street, Salford; Trinity-street, Bolton; and at the Bull Inn, Preston. Parcels are also received at the Company's Office, in Fountain-street, Manchester.



**Preston to Liverpool, Manchester, or Wigan.**

Mixed 8 20, and first class 9 45 a.m.; second class 2 20, mixed 4 20  
and first class 6 27 p.m.

Sunday Trains—mixed 6½ a.m. and 4 20 p.m.; 1st class 6 27 p.m.

Fares from Preston to Liverpool or Manchester, 7s 6d and 5s.

**Liverpool to Wigan or Preston.**

Mixed 8½, first class 11 a.m. second class 2½, mixed 4½, and  
first class 7¼ p.m.

Sunday trains—second class 7 a.m. 4¾ p.m.; first class 7¼ p.m.

**Manchester to Wigan or Preston.**

Mixed 9, 1st class 11¼ a.m.; 2d class 2¾, mixed 5, & 1st cls. 7¼ p.m.

Sunday trains—7 a.m.; second class 5, first class 7¼ p.m.

Fares from Wigan to Liverpool or Manchester, 5s and 3s 6d.

† Except on Saturdays, when this train does not start till 3 o'clock.

**Preston to Bolton.**

8 20 a.m., 2 20 and 4 20 p.m.

On Sundays—6¾ a.m. and 4 20 p.m.

† Parties going by this train will meet one to Birmingham at Parkside which leaves Manchester at 8¼ a.m. arriving in time for the 1¼ p.m. train London.

**Preston to Birmingham and London.**

Changing carriages, 2 57½, in the same carriage 9¼ a.m.  
and 6 27 p.m.

On Sundays the Mail only will run, namely at 2 57 a.m. & 6 27 p.m.

**London to Preston.**

In the same carriage 9¼ a.m. and 8¼ p.m.

The 9 a.m. train conveys gentlemen's carriages, horses, and persons riding in private carriages only.

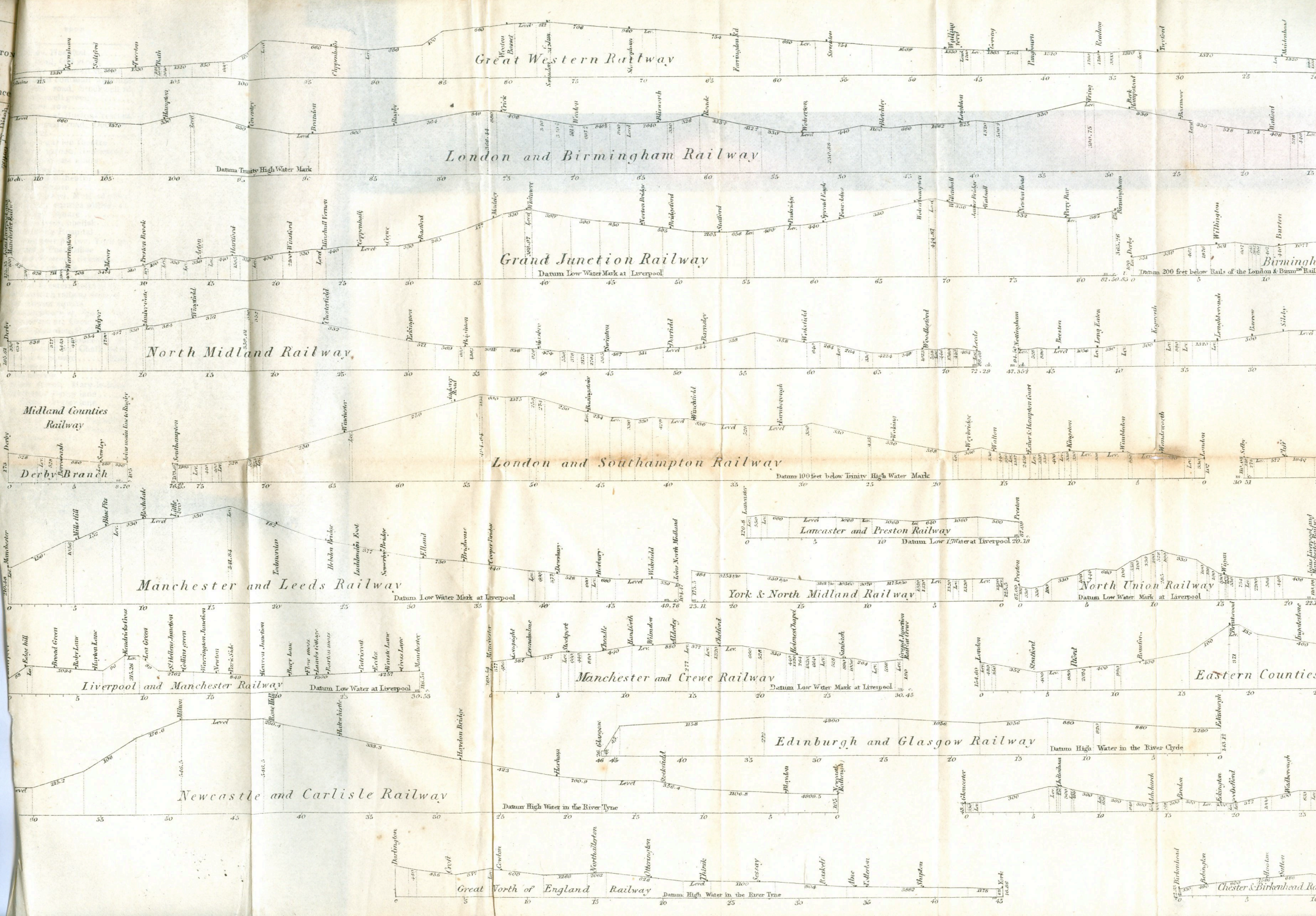
‡ These trains will take private carriages and horse boxes, the other cannot do so.

Fares to London—Day train 55s 6d., night train 58s.

Fare to Birmingham 25s 6d.

Mails from Preston every morning at 2 57, and evening at 6 27. The return of the latter train from Parkside to Preston, will probably be about 8¼, as it will take those passengers which leave Liverpool and Manchester at 7¼. Passengers leaving Preston at 6 27, and Wigan at 7, going to Liverpool and Manchester, will be detained at Parkside nearly half an hour.











# LANCASTER & PRESTON JUNCTION. 29

## Lancaster to Preston, Liverpool & Manchester

2 0 a.m. .... mail train  
7 10 " ..... mixed  
8 45 " ..... first class  
1 10 p.m. .... mixed  
5 30 " ..... mail train

## Preston to Lancaster.

6 30 a.m. .... mail train  
10 45 " ..... mixed  
12 40 p.m. .... first class  
4 50 " ..... mixed  
7 15 " ..... mail train

## Lancaster to Lancaster.

3 30 a.m. .... mail train  
9 0 " ..... mixed  
1 15 " ..... first class  
2 45 p.m. .... second class  
5 0 " ..... mixed

## Liverpool to Lancaster.

3 15 a.m. (Edge-hill sta.) ml.tr.  
8 45 " ..... mixed  
11 0 " ..... first class  
2 30 p.m. .... second class  
4 45 " ..... mixed

Passengers by the trains marked thus † will have to wait at Preston till the arrival of the mail from London; and by those marked thus ‡ will have to change carriages at Parkside.

Private carriages and horses will be taken by any of the above trains.

## Lancaster to London.

In the same carriage at 8½ a.m., and 5¼\* p.m. mail; changing carriages, 2 a.m. mail.

## London to Lancaster.

In the same carriage at 9¾\* a.m. mail, and 8¼\* p.m. mail; changing carriages, 8¾\* a.m.

## Lancaster to Birmingham.

In the same carriage at 8½ a.m., and 5¼\* p.m. mail; changing carriages at 2 a.m. and 1 10 p.m. mail.

## Birmingham to Lancaster.

In the same carriage at 1½\* a.m., and 2¼ p.m. mail; changing carriages at 6 a.m.

The trains marked thus \* cannot take Private Carriages, and Horses to or from Birmingham or London.

## ON SUNDAYS THE MAIL TRAINS ONLY WILL RUN.

FARES.—To or from London, 63s 6d; night mail, 66s. To or from Birmingham, 33s 6d. To or from Liverpool or Manchester, 1st class 13s 6d, second class 9s. To or from Preston, 1st class, 1s 6d., second class 3s 6d., third class 2s 6d.

## Swift Packet Boats, in connexion with the Rail- way Trains, sail

From Lancaster at 7 30 a.m. and 12 0 noon

From Kendal at 8 30 a.m. and 1 30 p.m.

The Packet at 7 30 a.m. from Lancaster, will be despatched on arrival of the London mail train; and that at 12, on arrival of the train from Liverpool, Manchester, and Preston.

Breakfast and refreshment provided on board the Packet boats.

Coaches, to and from the Packets at Kendal, in direct connexion with, and to time at Carlisle for, the Mail and other coaches to Scotland.

FARES.—Between Lancaster and Kendal, 1st Cabin 3s.; 2nd Cabin 2s.

The Packets are warmed in cold weather. An Omnibus between the Rail-  
wa. and Packet stations at Lancaster, free of charge.



To Liverpool and Manchester, mixed  $7\frac{1}{2}$  &  $11\frac{1}{2}$  a.m.  $2\frac{1}{2}$  &  $5\frac{1}{2}$  p.m., first class, 8 35 a.m.

Sunday trains, mixed  $6\frac{1}{2}$  a.m., and  $5\frac{1}{2}$  p.m.

To Wigan and Preston, mixed, ( $7\frac{1}{2}$  Wigan only), 8 35 a.m.,  $2\frac{1}{2}$  p.m. Sunday trains,  $6\frac{1}{2}$  a.m. mixed.

To St. Helens by all the mixed trains.

From Liverpool,  $8\frac{1}{2}$  a.m. first class;  $11\frac{1}{2}$  a.m.  $2\frac{1}{2}$ ,  $5\frac{1}{2}$  p.m. mixed

Sunday trains, 7 a.m. and  $5\frac{1}{2}$  p.m. mixed.

From Manchester, 9 a.m. 1st class;  $11\frac{1}{2}$  a.m.,  $2\frac{1}{2}$ , &  $5\frac{1}{2}$  p.m. mixed

Sunday trains, 7 a.m. and  $5\frac{1}{2}$  p.m. mixed

From Preston, 8 20 a.m., 2 20 and 4 20 p.m. mixed.

Sunday trains,  $6\frac{1}{2}$  a.m., and 4 20 p.m. mixed.

From Wigan, by all the trains from Preston.

From St. Helens,  $11\frac{1}{2}$  a.m.,  $2\frac{1}{2}$  and  $5\frac{1}{2}$  p.m. mixed.

Sunday trains,  $7\frac{1}{2}$  a.m., and  $5\frac{1}{2}$  p.m. mixed.

FARES.—To Liverpool, first class, 5s 6d, second class 4s; to Manchester 2s 6d and 2s; to Preston 6s and 4s; to Wigan 2s 6d and 2s, to St. Helens 4s 6d and 3s 6d.

Charge for the conveyance of 4-wheeled carriages, 20s; ditto 2-wheeled ditto, 15s; for one horse, 14s; two ditto 20s; three do. 24s

### CHESTER AND BIRKENHEAD.

| Liverpool.         | Birkenhead.     | Chester         |
|--------------------|-----------------|-----------------|
| The Boat leaves at | Trains leave at | Trains leave at |
|                    | Morning.        |                 |
| 8 0                | 8 20            | 5 0             |
| 10 0               | 10 20           | 10 0            |
|                    | Afternoon.      |                 |
| 12 30              | 12 50           | 1 0             |
| 3 30               | 3 50            | 4 0             |
| 6 15               | 6 40            | 7 45            |

**On Sundays.**—The boat leaves Liverpool at  $8\frac{1}{2}$  morning, and  $6\frac{1}{2}$  afternoon; trains leave Birkenhead at 8 50 morning, and 6 40 afternoon; and from Chester at 5\* and 10 morning, and 8 afternoon.

All the trains, with the exception of the 5 a.m. from Chester, are second class, stopping, if required, at Beddington, Hooton, Sutton, & Mollington. \* First class, and will not stop on the road.

N.B. Omnibuses provided for first class passengers between the ferry and station.

FARES—First class, 3s 6d; second, 2s 6d; third, 1s 6d. Ferry, twopence.

Preston to Fleetwood, from the North Union station 8 a.m.; from the Maudland station  $8\frac{1}{2}$ , and  $11\frac{1}{2}$  a.m.,  $5\frac{1}{2}$  p.m.; Fleetwood to Preston 8 a.m., 2 50 and  $\frac{1}{2}$  before 5 p.m.

**On Sundays,** Preston to Fleetwood 9 a.m. Fleetwood to Preston 6 p.m.

FARES—Fleetwood, to Preston first class, 4s 6d; second, 3s 6d; third, 2s 6d. Poulton to Preston, 3s 6d—3s—2s. Kirkham to Preston, 2s—1s 6d—1s.

The foregoing fares are to or from the Company's station at Maudland Bank, Preston; and 6d more is charged to or from the North Union station.

FARES on SUNDAYS will be as follows, viz:—Preston to Fleetwood (Maudland station,) 1st cls. 3s 6d; there and back, 6s—2d cls. 2s 6d; there and back 4s, 3d cls. 1s 6d; there and back 2s 6d. Preston to Poulton (Maudland station) 1st cls 2s 9d; there and back 4s 6d—2d cls 2s; there and back 3s 3rd cls 1s 3d; there and back, 2s—Preston to Kirkham (Maudland station) 1st cls 1s 6d; there and back 2s 6d—2d cls 1s; there and back 1s 6d—3rd cls 6d; there and back 1s. From Fleetwood and Poulton to Bolton, 8 a.m. & 2 50 p.m. mixed.

From Bolton to Fleetwood and Poulton,  $8\frac{1}{2}$  a.m. and 2 50 p.m. mixed.

Fares from Fleetwood to Bolton, 1st class, 10s; second, 7s.

Poulton to Bolton, first class, 9s; second 6s 6d.

Fleetwood and Poulton to Liverpool and Manchester, first class,

8 a.m. 1st class, 2 50 mixed, and 4 45 p.m. 1st class.

Liverpool to Fleetwood and Poulton,  $8\frac{1}{2}$  a.m.,  $2\frac{1}{2}$  p.m. mixed

On Sundays 7 a.m.

Manchester to Fleetwood and Poulton, 9 a.m.,  $2\frac{1}{2}$  p.m. mixed

Sundays, 7 a.m., mixed.

FARES,—Fleetwood to Manchester or Liverpool 12s 6d and 9s;

from Poulton 11s 6d and 8s.

Carriages—4 wheels, £2; 2 wheels, £1 10; One horse, £1 2s 6d;

two horses, £1 19s; three horses, £2 8s.

Fleetwood to London (by Birmingham), 1st class 8 a.m., mail 2 50

and 4 45 p.m. first class.

London to Fleetwood, mixed 6 a.m., and  $8\frac{1}{2}$  p.m.; mail.

FARES.—Passengers to London £3 0s. 6d. Mail train £3 3s.

Carriages, 4 wheels, £8 5s., 2 wheels, £7. One horse, £5 12s 6d;

2, £9 9s; 3, £12 8s, (if in the same box and the same property)

### NEWCASTLE AND NORTH SHIELDS.

From Newcastle to North Shields, 7, 8,  $8\frac{1}{2}$ , 9, 9 $\frac{1}{2}$ , 10, 11 & 12 a.m.;

1, 2,  $2\frac{1}{2}$ , 3,  $3\frac{1}{2}$ , 4,  $4\frac{1}{2}$ , 5, 6, 7, 8 &  $8\frac{1}{2}$  p.m.

From North Shields to Newcastle,  $7\frac{1}{2}$ ,  $8\frac{1}{2}$ , 9, 9 $\frac{1}{2}$ , 10,  $10\frac{1}{2}$   $11\frac{1}{2}$  &  $12\frac{1}{2}$  a.m.;

$1\frac{1}{2}$ ,  $2\frac{1}{2}$ , 3,  $3\frac{1}{2}$ , 4,  $4\frac{1}{2}$ , 5,  $5\frac{1}{2}$ ,  $6\frac{1}{2}$ ,  $7\frac{1}{2}$ ,  $8\frac{1}{2}$  and 9 p.m.

**On Sundays** from Newcastle, 8, 9, 9 $\frac{1}{2}$  10 and 10 $\frac{1}{2}$  a.m.; 1,  $1\frac{1}{2}$ ,

2,  $2\frac{1}{2}$ , 3, 4, 5, 6,  $6\frac{1}{2}$ , 7,  $7\frac{1}{2}$ , 8, and  $8\frac{1}{2}$  p.m. From North Shields,  $8\frac{1}{2}$ ,

9 $\frac{1}{2}$ , 10a and 10 $\frac{1}{2}$  a.m.; 1,  $1\frac{1}{2}$ ,  $2\frac{1}{2}$ ,  $3\frac{1}{2}$ ,  $4\frac{1}{2}$ ,  $5\frac{1}{2}$ , 6,  $6\frac{1}{2}$ ,  $7\frac{1}{2}$ , 8,  $8\frac{1}{2}$ , 9, & 9 $\frac{1}{2}$  p.m.

Saturday Afternoons, a train from each terminus every half-hour,

viz. Newcastle, 2 o'clock until half-past 8; Shields,  $\frac{1}{2}$  past 2 until 9.

FARES.—First class, 9d; second class, 6d. From the intermediate stations, first class, 6d; second class, 4d.



**EDINBURGH AND GLASGOW.**

From each end, at 7, 9, and 11 a.m.; 3, 5, and 7 p.m.  
 The 7 a.m. Down, and 3 & 7 p.m. Up, call at Bishopbridge, Kirkintilloch, Croy, Castlecary, Falkirk, and Linlithgow. The 3 p.m. Up also at Winchburgh, and 7 a.m. Down & 7 p.m. Up, at Ratho. The 11 a.m. Up and Down, at Linlithgow, Falkirk, Castlecary and Kirkintilloch. The 9 a.m. & 5 p.m., Up & Down, at all the stations.  
 The 7 a.m. Up, and 3 & 7 p.m. Down, call at Corstorphine, Ratho, Winchburgh, Linlithgow, Polmont, Falkirk, and Castlecary. The 7 a.m. Up also at Gogar, and 3, 7 p.m. Kirkintilloch.

**Sunday Trains** run from each end, at 7½ a.m. and 5½ p.m., calling at all the stations

All the trains carry first, second, and third class passengers, except those at 7 a.m., which carry only first and second.

First class elegant Coupe carriages run with the 11 a.m. and 3 p.m. Up and Down trains only, unless specially asked for.

**FARES.**—First cl., 8s.—(Coupe 9s., fourth person 8s.)—second class, 6s.; third class, 4s.

**Goods' Trains** from both ends at 5 & 6 o'clock every morning, to the latter of which third class passenger carriages are attached. Fare 2s. 6d., performing the journey in 3½ hours.

Passengers will be booked to and from Edinburgh and Stirling, and to and from Glasgow and Stirling by the 7, & 11 a.m., 3 and 5 p.m. trains, from each end.

**GARNKIRK AND GLASGOW.**

Glasgow to Airdrie, &c. 7½ and 10½ a.m., 1½, 4½, and 7½ p.m.

Airdrie to Glasgow, &c. 8½ and 11½ a.m., 2½, 5½, and 7½ p.m.

The Wishaw and Coltness railway coach, from Holytown and Newarthill, joins the morning train from Gartsherrie to Glasgow, and returns with the 4½ p.m. train.

**DUNDEE AND NEWTYLE.**

Dundee to Newtyle at 8 and 11 a.m., 2 and 5 p.m.

Newtyle to Dundee at 8 and 11 a.m., 2 and 5 p.m.

Newtyle to Coupar Angus at 9½ a.m., 12½, 3½, 6½ p.m., and from Newtyle to Glammiss at the same hours.

Coupar Angus to Newtyle 7½, 10½ a.m., 1½, 4½ p.m.

From Glammiss to Newtyle at 7, 10 a.m., 1, 4 p.m.

On the Coupar Railway, passengers are taken up and set down at Newtyle, Washington, Ardler Depot, and Coupar Angus; and on the Glammiss Railway, at Newtyle, Kirkinch, Leason Hill, Eassie, and Glammiss.

**GLASGOW, PAISLEY, & GREENOCK.**

From Glasgow, at 9 and 11½ a.m., 12 noon, 3 & 5½, p.m.

From Greenock, at 9½ & 10½ a.m., 12½, 3½, & 5½ p.m.

No trains on Sundays.

Goods trains from Glasgow at 8 a.m. and 4 p.m.; from Greenock 11½ a.m. and 6½ p.m.

The trains marked (+) stop at the Houston and Bishopton stations. All the trains stop at the Paisley and Port Glasgow stations.

Fares between Glasgow and Greenock—First Class, 2s. 6d.; second class, 1s. 6d.; and third class fares between Glasgow and Greenock, Gourrock and Helensburgh, 6d.; Row, Roseneath, Gareloch-head, Dunoon & Robbessy, 9d.

**GLASGOW, PAISLEY, KILMARNOCK, & AYR.**

Glasgow to Ayr, Ardrossan, & Kilmarnock, 7½ and 10½ a.m., 1½ & 4½ & 6½ p.m. Ayr to Glasgow, 8 and 11½ a.m., and 2½ 5½ & 7 p.m.; an extra train leaves Johnston for Glasgow every morning at 8½, and an additional one every Monday morning at 5 o'clock.

**FARES** from Glasgow to Johnstone, 1s 6d—1s—6d; to Lochwinnoch, 2s 6d—1s 8d—1s 2d; to Beith, 2s 9d—2s—1s 3d; to Kilbirnie, 3s—2s 2d—1s 6d; to Dalry, 3s 6d—2s 3d—1s 8d; to Kilwinning, 4s—2s 6d—2s; Irvine, 4s 6d—3s—2s 2d; to Troon, 5s—3s 6d—2s 6d; Monkton and Prestwick, 5s 6d—3s 9d—2s. 9d; Ayr, 6s—4s—3s; Ardrossan, 5—3s 3d.

Three classes of carriages between Glasgow and Johnstone but only first and second between Johnstone and Ayr.

The trains only which leave Glasgow at 7½, and 6½, and Ayr at 8 and 7, will call at the Kilbirnie station; and have 3rd class carriages throughout.

**ARBROATH AND FORFAR.**

From Forfar to Arbroath, 7 and 11 a.m. and 4½ p.m.

From Arbroath to Forfar, 9½ a.m. and 2½ and 5½ p.m.

**FARES.**—First class, 2s 3d; second class, 1s 9d; third, 1s 3d

**DUNDEE AND ARBROATH.**

(Winter Arrangements.)

From Dundee 8, and mail 11½ a.m. 1½, 4½, (and 7 30 p.m. to Broughty Ferry only)

From Arbroath 8½ and 10 a.m. mail, 2½, 5½, (& 7½ p.m. from Broughty Ferry.)

**FARES.**—Dundee to Arbroath, 2s 6d—2s—1s 6d. Mail, 3s—2s 6d—2s  
 Passengers wishing to proceed, will find a coach waiting to convey them, free of charge, between the Arbroath station of the Forfar railway, and the Arbroath station of this railway.

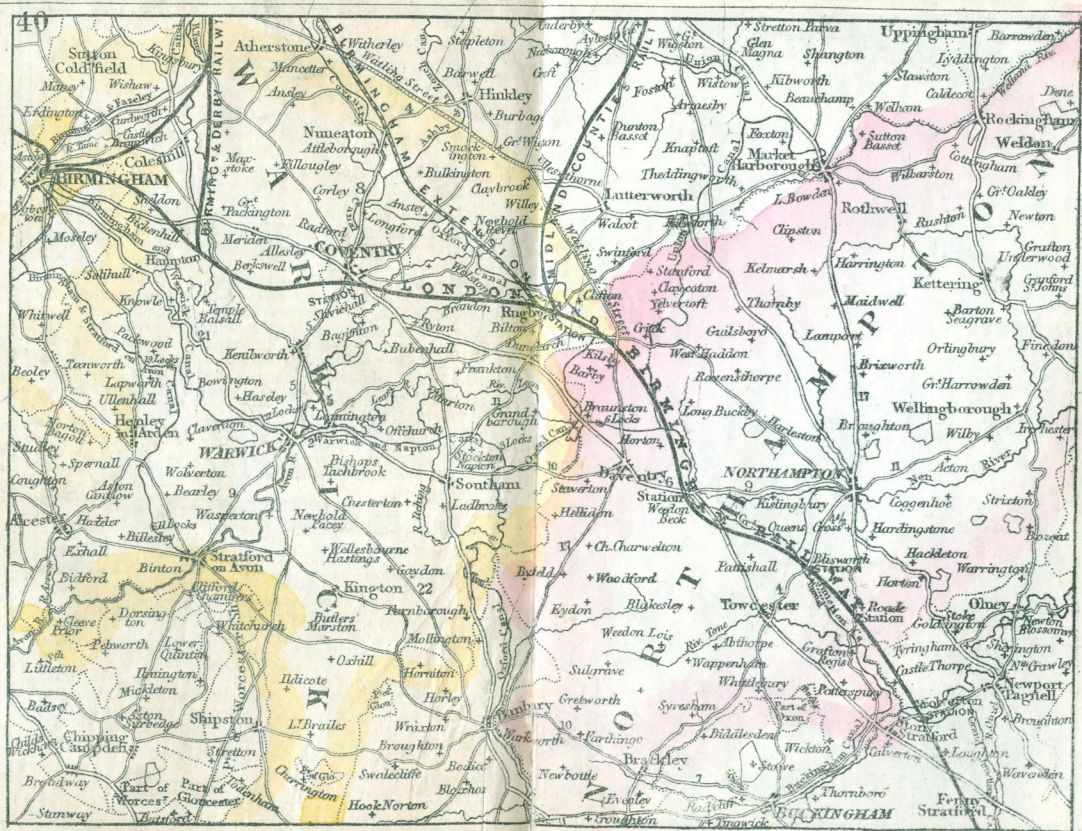
**PAISLEY AND RENFREW.**

From Paisley to Renfrew every hour from 6 15 a.m. until 8 15 p.m.

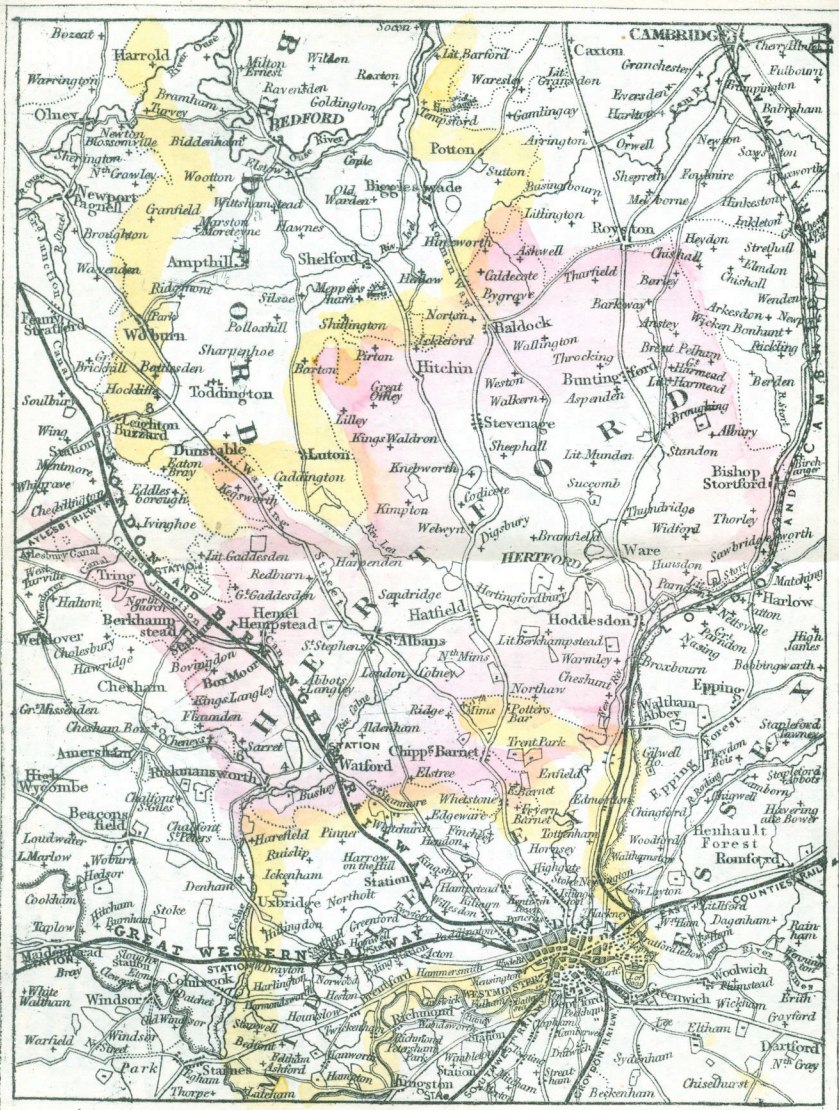
From Renfrew, every hour from 6½ a.m. until 8½ p.m.

**FARES.**—First class, 6d; second class, 4d.

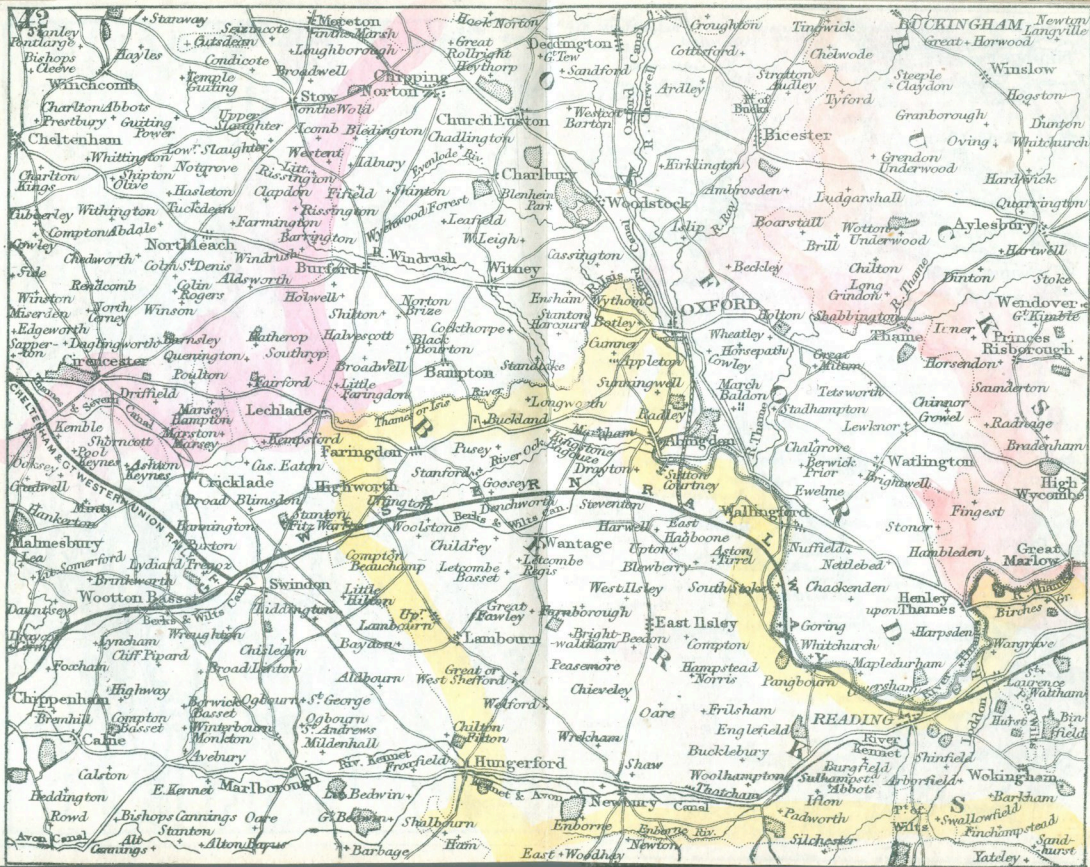




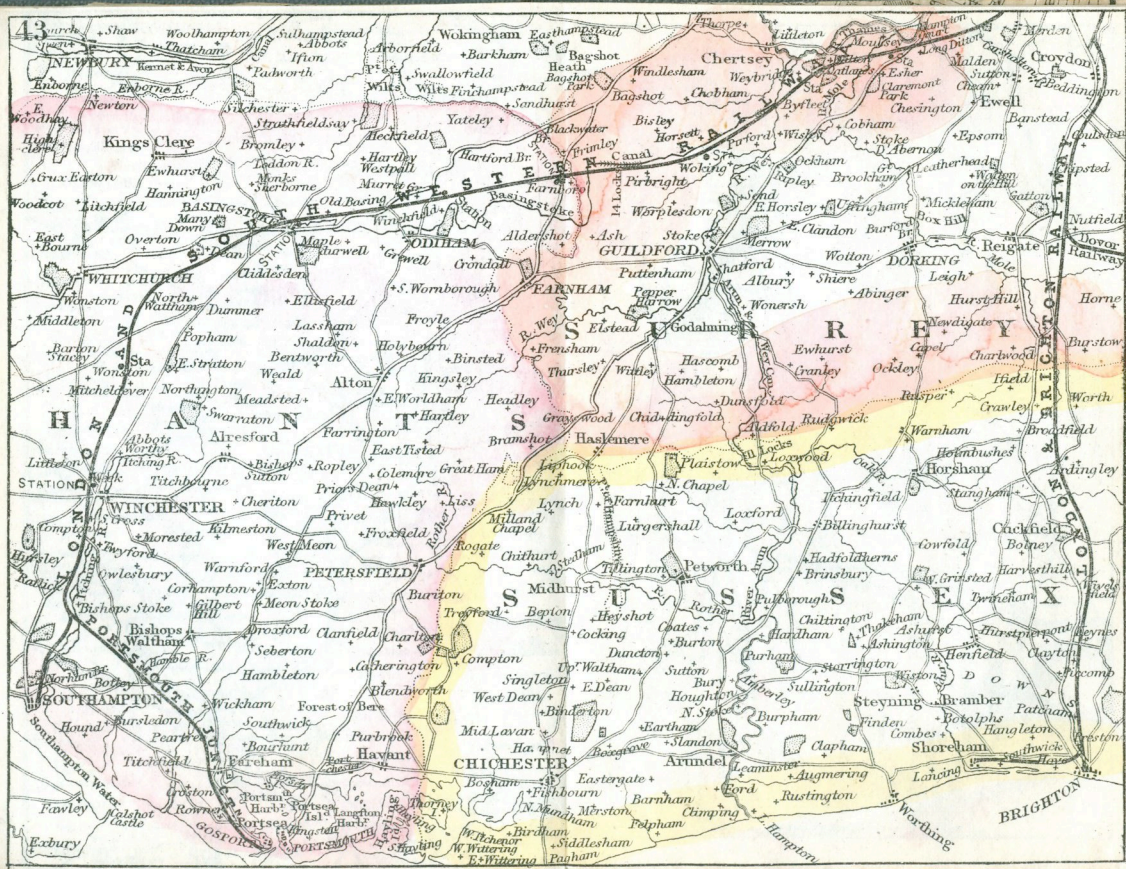










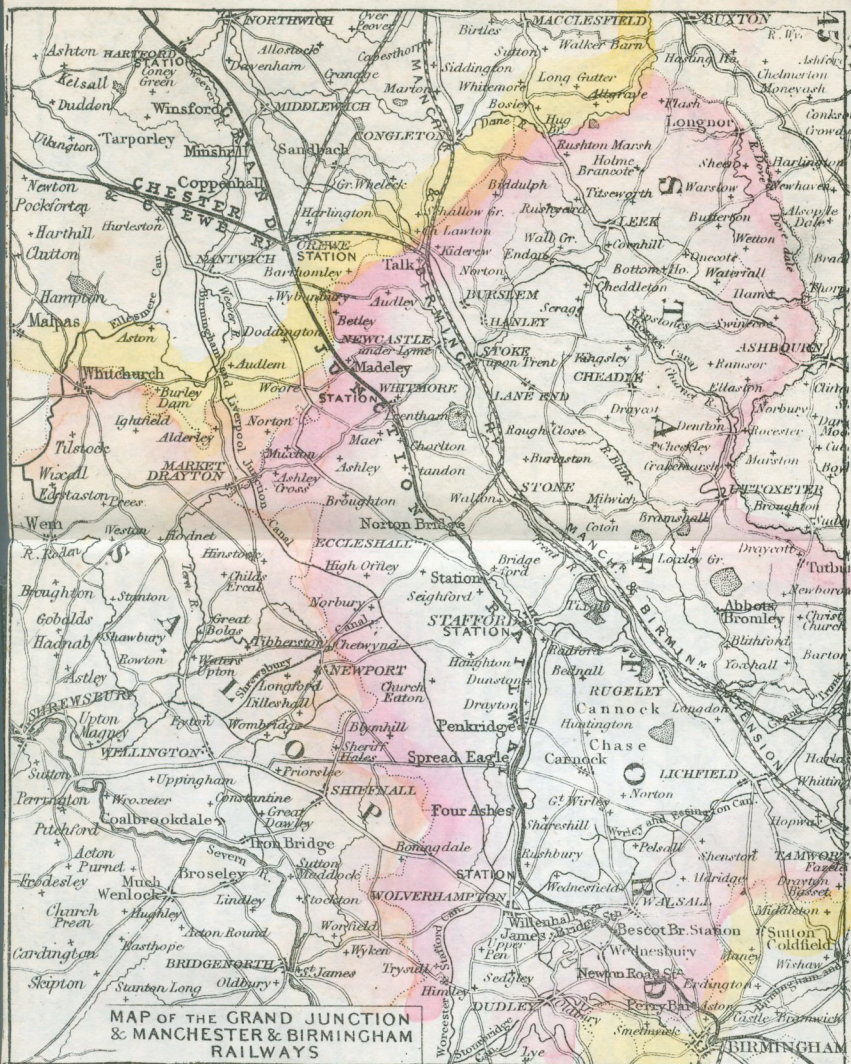




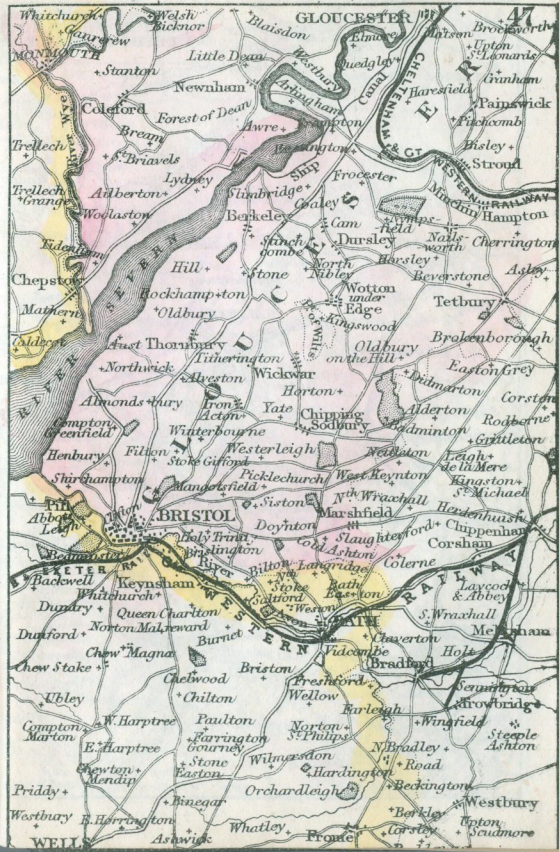
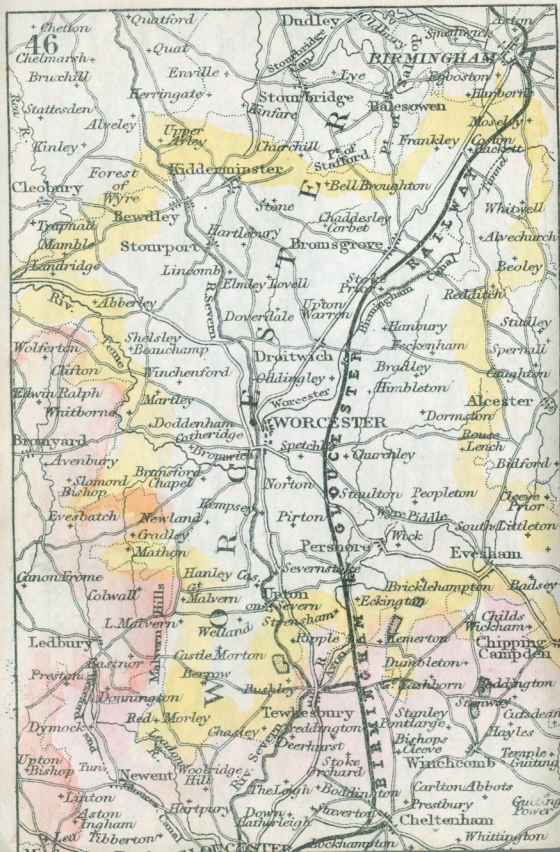
## 44





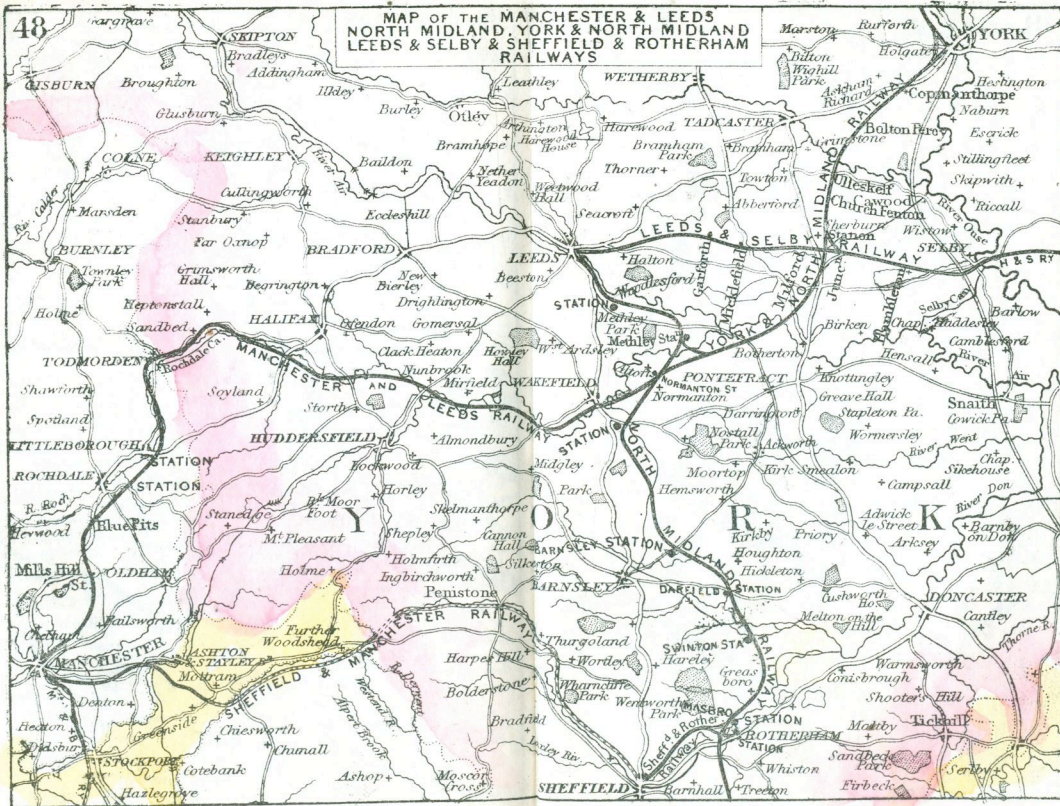




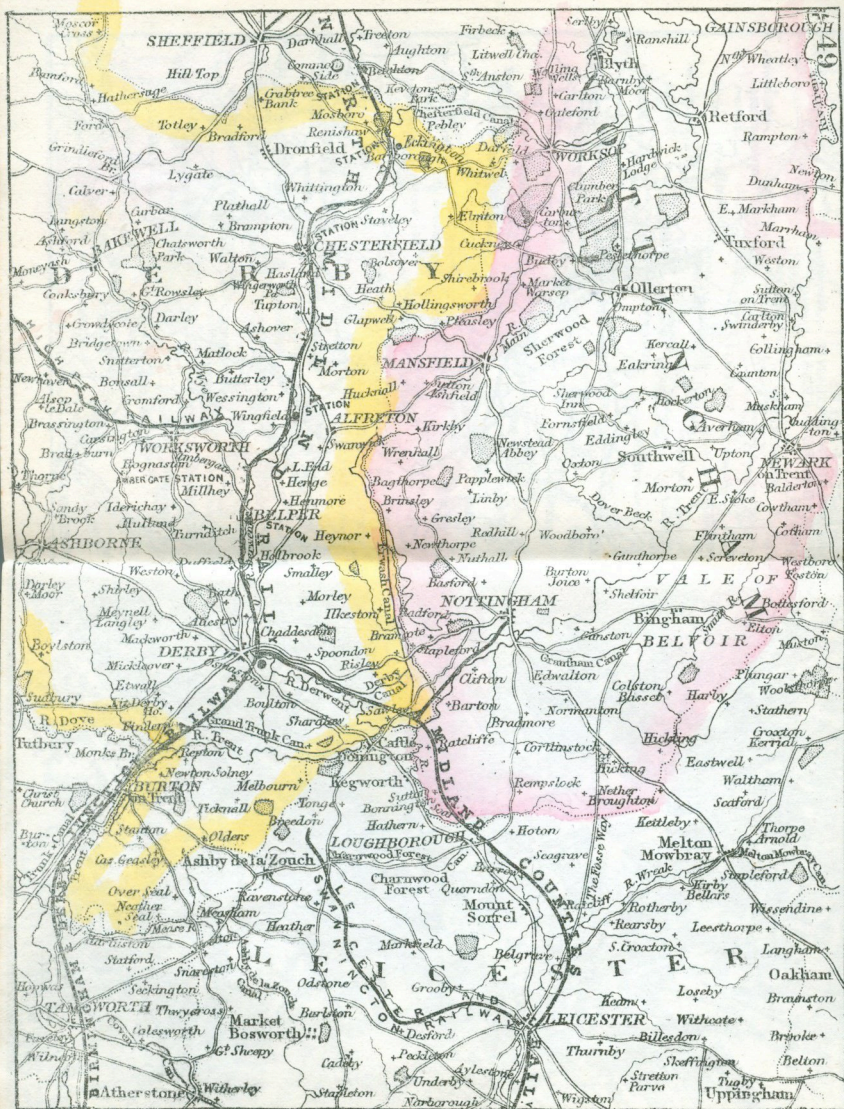




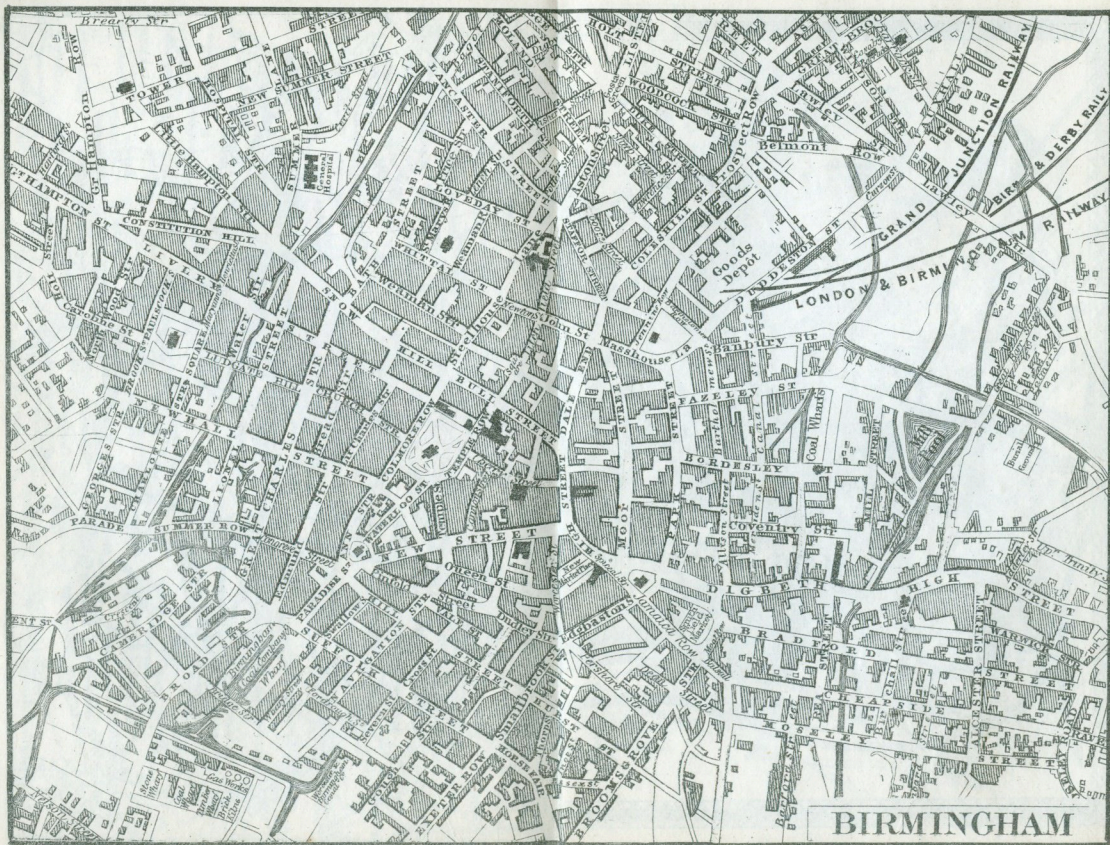
MAP OF THE MANCHESTER & LEEDS  
NORTH MIDLAND, YORK & NORTH MIDLAND  
LEEDS & SELBY & SHEFFIELD & ROTHERHAM  
RAILWAYS













Scale of Furlongs











# TABLE

SHewing THE RATE OF TRAVELLING PER HOUR

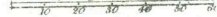
| A Quarter<br>of a Mile<br>in |                 | Eqls.<br>Miles<br>per<br>Hour. | A Quarter<br>of a Mile<br>in |                 | Eqls.<br>Miles<br>per<br>Hour. | A Quarter<br>of a Mile<br>in |                 | Eqls.<br>Miles<br>per<br>Hour. |
|------------------------------|-----------------|--------------------------------|------------------------------|-----------------|--------------------------------|------------------------------|-----------------|--------------------------------|
| Min.                         | Sec.            |                                | Min.                         | Sec.            |                                | Min.                         | Sec.            |                                |
| 15                           | ..              | 1                              | ..                           | 44              | $20\frac{1}{2}$                | ..                           | $24\frac{1}{4}$ | 37                             |
| 7                            | 30              | 2                              | ..                           | 43              | $21\frac{1}{2}$                | ..                           | $23\frac{1}{2}$ | 38                             |
| 5                            | ..              | 3                              | ..                           | 42              | $21\frac{1}{2}$                | ..                           | 23              | 39                             |
| 3                            | 45              | 4                              | ..                           | 41              | 22                             | ..                           | $22\frac{1}{2}$ | 40                             |
| 3                            | ..              | 5                              | ..                           | 40              | $22\frac{1}{2}$                | ..                           | 22              | 41                             |
| 2                            | 30              | 6                              | ..                           | 39              | 23                             | ..                           | $21\frac{1}{4}$ | 42                             |
| 2                            | 8               | 7                              | ..                           | 38              | $23\frac{1}{2}$                | ..                           | 21              | 43                             |
| 1                            | 52              | 8                              | ..                           | 37              | 24                             | ..                           | $20\frac{1}{2}$ | 44                             |
| 1                            | 40              | 9                              | ..                           | $36\frac{1}{2}$ | $24\frac{1}{2}$                | ..                           | 20              | 45                             |
| 1                            | 30              | 10                             | ..                           | 36              | 25                             | ..                           | 18              | 50                             |
| 1                            | 22              | 11                             | ..                           | 35              | $25\frac{1}{2}$                | ..                           | 17              | 52                             |
| 1                            | 15              | 12                             | ..                           | 34              | 26                             | ..                           | 16              | 56                             |
| 1                            | 9               | 13                             | ..                           | $33\frac{1}{2}$ | $26\frac{1}{2}$                | ..                           | 15              | 60                             |
| 1                            | 4               | 14                             | ..                           | 33              | 27                             | ..                           | 14              | 64                             |
| 1                            | ..              | 15                             | ..                           | $32\frac{1}{2}$ | $27\frac{1}{2}$                | ..                           | 13              | 69                             |
| ..                           | 58              | $15\frac{1}{2}$                | ..                           | 32              | 28                             | ..                           | 12              | 75                             |
| ..                           | 56              | 16                             | ..                           | $31\frac{1}{2}$ | $28\frac{1}{2}$                | ..                           | $11\frac{1}{4}$ | 80                             |
| ..                           | $54\frac{1}{2}$ | $16\frac{1}{2}$                | ..                           | 31              | 29                             | ..                           | 10              | 90                             |
| ..                           | 53              | 17                             | ..                           | $30\frac{1}{2}$ | $29\frac{1}{2}$                | ..                           | 9               | 100                            |
| ..                           | $51\frac{1}{2}$ | $17\frac{1}{2}$                | ..                           | 30              | 30                             | ..                           | $7\frac{1}{2}$  | 120                            |
| ..                           | 50              | 18                             | ..                           | 29              | 31                             | ..                           | 6               | 150                            |
| ..                           | $48\frac{1}{2}$ | $18\frac{1}{2}$                | ..                           | 28              | 32                             | ..                           | $4\frac{1}{2}$  | 200                            |
| ..                           | 47              | 19                             | ..                           | $27\frac{1}{4}$ | 33                             | ..                           | $2\frac{1}{4}$  | 400                            |
| ..                           | 46              | $19\frac{1}{2}$                | ..                           | $26\frac{1}{2}$ | 34                             |                              |                 |                                |
| ..                           | 45              | 20                             | ..                           | 25              | 36                             |                              |                 |                                |

On all Railways the distances are distinctly pointed out by posts erected each quarter of a mile; the rate of speed can be ascertained at once by referring to the above table



# RAILWAYS IN ENGLAND AND WALES.

English Miles.



EXPLANATION  
— Railways now open  
— Railways in progress



Names of Railways in England, as numbered in the Map





Names of Railways in England, as numbered in the Map

|                                              | Miles | £ 100 |                                   | Miles | £ 100 |
|----------------------------------------------|-------|-------|-----------------------------------|-------|-------|
| 1. Birmingham & Derby Junction               | 38½   | 100   | 21. Manchester and Birmingham     | 20    | 70    |
| 2. Birmingham & Gloucester ..                | 62    | 100   | 21. Manchester & Birmingham Ex    | 60    | 100   |
| 3. Birmingham, Bristol, & Thames Junction .. | 3     | 20    | 22. Manchester and Leeds ..       | 10    | 100   |
| 4. Bolton and Leigh .. . }                   | 10    | 100   | 23. Manchester, Bolton, & Bury .. | 28    | 50    |
| 4. Kenyon and Leigh .. . }                   | 10    | 100   | 24. Maryport and Carlisle ..      | 57    | 100   |
| 5. Bristol and Exeter .. . }                 | 76    | 100   | 25. Midland Counties .. . }       | 61    | 100   |
| 6. Bolton and Preston .. . }                 | 14    | 50    | 26. Newcastle and Carlisle ..     | 63½   | 50    |
| 7. Chester and Birkenhead .. . }             | 15    | 50    | 27. Newcastle and North Shields   | 72    | 100   |
| 7. Chester and Crewe .. . }                  | 18    | 50    | 28. North Midland .. . }          | 22    | 75    |
| 8. Cromford and High Peak ..                 | 32½   | —     | 29. North Union .. . }            | 52    | 100   |
| 9. Croydon .. . }                            | 10    | —     | 30. Northern and Eastern ..       | 8     | 100   |
| 10. Eastern Counties .. . }                  | 126   | 25    | 31. St. Helen's and Runcorn Gap   | 40    | 100   |
| 11. Grand Junction .. . }                    | 97    | —     | 32. Sheffield and Manchester ..   | 6     | 25    |
| 12. Great North of England ..                | 71    | 100   | 33. Sheffield and Rotherham ..    | 25    | 100   |
| 13. Great Western .. . }                     | 117   | 100   | 34. Stockton and Darlington ..    | 23    | 50    |
| 14. Hull and Selby .. . }                    | 30    | 50    | 35. York and North Midland ..     | 67    | 50    |
| 15. Lancaster and Preston Junction           | 20    | 50    | 36. South Eastern and Dover ..    | 6     | 50    |
| 16. Leeds and Selby .. . }                   | 20    | 100   | 37. Canterbury and Whitstable     | 4     | 20    |
| 17. Leicester and Swannington ..             | 16    | 50    | 38. Greenwich .. . }              | 19    | 50    |
| 18. Liverpool and Manchester ..              | 31    | 100   | 39. Preston and Wyre .. . }       | —     | —     |
| 19. London and Birmingham ..                 | 112   | 100   | 40. Taff Vale .. . }              | —     | —     |
| 20. London and Southampton ..                | 76    | —     | 41. Manchester & Bolton Extension | —     | —     |
|                                              |       |       | 42. London and Brighton ..        | 46    | 155   |



## CAB FARES

TO OR FROM THE

BIRMINGHAM, GREAT WESTERN, SOUTH WESTERN, BRIGHTON,  
AND EASTERN COUNTIES RAILWAY STATIONS,

LONDON.

A Two-Horse Coach charged one-half more.

| FROM                              | Birmingham<br>Station,<br>Euston squ. | Grt Western<br>Station,<br>Paddington. | Sh. Western<br>Station,<br>Nine Elms. | Brighton<br>Station,<br>London Bdg | Est. Counties<br>Station,<br>Shore Ditch. |
|-----------------------------------|---------------------------------------|----------------------------------------|---------------------------------------|------------------------------------|-------------------------------------------|
| Adelphi terrace .....             | 1s 8d                                 | 2s 4d                                  | 1s 8d                                 | 1s 8d                              | 2s 0d                                     |
| Admiralty .....                   | 1 8                                   | 2 4                                    | 1 4                                   | 1 8                                | 2 4                                       |
| Aldgate pump .....                | 2 4                                   | 3 4                                    | 2 4                                   | 0 8                                | 1 0                                       |
| Aldersgate st., (Long lane) ..    | 1 8                                   | 3 0                                    | 2 8                                   | 1 0                                | 1 0                                       |
| Baker street, Crawford st. ..     | 1 0                                   | 1 0                                    | 2 4                                   | 2 8                                | 3 0                                       |
| Bank of England .....             | 1 8                                   | 3 0                                    | 2 4                                   | 0 8                                | 0 8                                       |
| Battersea bridge .....            | 3 4                                   | 3 0                                    | 1 8                                   | 4 0                                | 0 8                                       |
| Bayswater road, Albion st. ..     | 1 8                                   | 0 8                                    | 2 4                                   | 3 4                                | 3 4                                       |
| Ditto Flora garden .....          | 2 0                                   | 0 8                                    | 2 4                                   | 3 8                                | 3 4                                       |
| Bedford row .....                 | 1 0                                   | 2 4                                    | 2 4                                   | 1 8                                | 1 8                                       |
| Ditto square .....                | 0 8                                   | 2 0                                    | 2 0                                   | 2 0                                | 2 0                                       |
| Belgrave square, Halkin st. ..    | 2 0                                   | 1 8                                    | 1 8                                   | 2 8                                | 3 0                                       |
| Birmingham railway station ..     | 2 4                                   | 3 4                                    | 2 8                                   | 1 0                                | 0 8                                       |
| Bishopsgate st., Four Swans. ..   | 1 8                                   | 2 8                                    | 1 8                                   | 0 8                                | 1 4                                       |
| Blackfriars rd, Stamford st. ..   | 1 8                                   | 2 8                                    | 1 8                                   | 1 0                                | 1 4                                       |
| Ditto bridge street .....         | 2 8                                   | 3 8                                    | 2 8                                   | 1 0                                | 1 0                                       |
| Blackwall Railway .....           | 0 8                                   | 2 0                                    | 2 0                                   | 1 8                                | 1 8                                       |
| Bloomsbury square .....           | 1 4                                   | 1 4                                    | 2 4                                   | 2 4                                | 2 8                                       |
| Bond street, Oxford-street ..     | 0 8                                   | 2 0                                    | 2 0                                   | 2 0                                | 2 0                                       |
| British Museum .....              | 2 4                                   | 3 8                                    | 2 0                                   | 1 8                                | 1 4                                       |
| Brighton railway station ..       | 2 8                                   | 3 8                                    | 1 8                                   | 0 8                                | 1 8                                       |
| Bricklayers' arms .....           | 3 4                                   | 4 0                                    | 1 8                                   | 2 0                                | 3 4                                       |
| Brixton church .....              | 1 4                                   | 1 0                                    | 2 4                                   | 3 0                                | 3 0                                       |
| Bryanston square .....            | 0 8                                   | 2 0                                    | 1 4                                   | 2 8                                | 3 0                                       |
| Buckingham gate .....             | 1 0                                   | 1 8                                    | 2 0                                   | 2 8                                | 2 8                                       |
| Camden town, Unionterrace ..      | 1 0                                   | 1 4                                    | 2 4                                   | 2 4                                | 2 4                                       |
| Cavendish square .....            | 1 0                                   | 1 8                                    | 2 0                                   | 2 0                                | 2 0                                       |
| Charles street, Oxford street. .. | 1 0                                   | 2 4                                    | 2 0                                   | 1 4                                | 1 4                                       |
| Chancery lane .....               | 1 4                                   | 2 0                                    | 1 8                                   | 2 0                                | 2 0                                       |
| Charing cross .....               | 1 8                                   | 3 0                                    | 2 4                                   | 0 8                                | 1 0                                       |
| Cheapside .....                   |                                       |                                        |                                       |                                    |                                           |

| FROM                              | Birming-<br>ham. | Great<br>West-<br>ern. | South<br>West-<br>ern. | Bright-<br>on. | Eastern<br>Count-<br>ies. |
|-----------------------------------|------------------|------------------------|------------------------|----------------|---------------------------|
| Chelsea Hospital .....            | 2 8              | 2 8                    | 1 8                    | 2 8            | 3 8                       |
| City road, Old street .....       | 1 8              | 3 0                    | 2 8                    | 1 4            | 0 8                       |
| Ditto Goswell st. road. ....      | 1 0              | 2 8                    | 3 0                    | 1 8            | 1 4                       |
| Clapham common winamii ..         | 3 2              | 3 8                    | 1 8                    | 2 8            | 3 0                       |
| Ditto road, Stockwell rd ..       | 3 0              | 3 8                    | ...                    | ...            | 2 0                       |
| Clerkenwell green .....           | 1 4              | 2 8                    | 2 8                    | 1 4            | 1 4                       |
| Cobham row .....                  | 1 4              | 2 8                    | 2 8                    | 1 8            | 1 4                       |
| Comptonst. Burton Crescent ..     | 0 8              | 2 0                    | 2 8                    | 2 0            | 2 0                       |
| Commercial road, Dock st. ....    | 2 8              | 4 0                    | 3 8                    | 1 8            | 1 8                       |
| Cornhill .....                    | 2 0              | 3 0                    | 2 4                    | 0 8            | 0 8                       |
| Covent garden theatre .....       | 1 0              | 2 0                    | 2 0                    | 1 8            | 2 0                       |
| Covent garden, Henrietta st. ..   | 1 4              | 2 0                    | 1 8                    | 1 8            | 2 0                       |
| Custom house stairs .....         | 2 4              | 3 8                    | 2 4                    | 0 8            | 1 0                       |
| Colosseum .....                   | 1 0              | 1 8                    | 2 8                    | 3 0            | 3 0                       |
| Drury lane theatre .....          | 1 0              | 2 0                    | 2 0                    | 1 4            | 1 8                       |
| Eaton square .....                | 2 4              | 2 0                    | 1 4                    | 2 4            | 3 4                       |
| Edgeware rd. Nutford place ..     | 1 4              | ...                    | 1 4                    | 3 0            | 3 0                       |
| Eastern counties railway st. ..   | 2 8              | 3 8                    | 2 8                    | 1 0            | ...                       |
| Finsbury square .....             | 2 0              | 3 0                    | 2 8                    | 1 0            | 0 8                       |
| Fleet-street, obelisk .....       | 1 4              | 2 8                    | 2 4                    | 1 0            | 1 4                       |
| Foundling Hospital .....          | 1 0              | 2 4                    | 2 8                    | 1 8            | 2 0                       |
| Gloucester pl. lwr. York pl. .... | 1 0              | 1 0                    | 2 4                    | 2 8            | 3 0                       |
| General Post Office .....         | 1 8              | 3 0                    | 2 8                    | 1 0            | 1 0                       |
| Goswell street, Seward st. ....   | 1 4              | 2 8                    | 2 8                    | 1 8            | 1 0                       |
| Gray's Inn gate .....             | 1 4              | 2 4                    | 2 4                    | 1 4            | 1 4                       |
| Grays inn lane, Portpool ln. .... | 1 0              | 2 4                    | 2 4                    | 1 4            | 1 8                       |
| Great Western railway st. ....    | 1 8              | ...                    | 3 0                    | 3 8            | 3 8                       |
| Greenwich railway station. ....   | 2 4              | 3 8                    | 2 0                    | ...            | 1 0                       |
| Grosvenor square .....            | 1 4              | 1 4                    | 2 0                    | 2 8            | 2 8                       |
| Gracechurch st. Spread Egl ..     | 2 0              | 3 4                    | 2 4                    | 1 8            | 0 8                       |
| Guildford st. Grenville st. ....  | 0 8              | 2 0                    | 2 4                    | 1 8            | 1 8                       |
| Hatton garden, Holborn. ....      | 1 4              | 2 4                    | 2 4                    | 1 4            | 1 4                       |
| Hackney rd. Gloucester pl. ....   | 2 4              | 4 4                    | 3 4                    | 1 8            | 0 8                       |
| Hampstead rd. Chalk farm .....    | 1 0              | 1 8                    | 3 4                    | 3 0            | 2 0                       |
| Hanover square .....              | 1 4              | 1 4                    | ...                    | 2 4            | 2 4                       |
| Harley street .....               | 0 8              | 1 0                    | 2 4                    | 3 0            | 2 8                       |
| Haymarket .....                   | 1 4              | 2 0                    | 1 8                    | 2 0            | 2 4                       |
| High street, Mary-le-bone .....   | 1 0              | 1 0                    | 2 8                    | 2 8            | 2 8                       |
| Holborn, Drury lane .....         | 1 0              | 2 0                    | 2 0                    | 1 8            | 1 8                       |
| Ditto Fetter lane .....           | 1 4              | 2 4                    | 2 4                    | 1 4            | 1 4                       |
| House of Commons .....            | 1 8              | 2 4                    | 1 4                    | 1 8            | 2 4                       |
| Hyde pk. corner, Piccadilly ..    | 1 8              | 2 0                    | 1 8                    | 2 8            | 3 0                       |
| Hatchett's Hotel, Piccadilly ..   | 1 8              | 1 8                    | 2 0                    | 2 4            | 2 8                       |
| Islington, Angel .....            | 1 0              | 2 8                    | 3 0                    | 1 8            | 1 4                       |
| Ditto Green .....                 | 1 4              | 2 8                    | 3 4                    | 2 0            | 1 4                       |



| FROM                           | Birmingham. | Great West-ern. | South West-ern. | Brigh-ton. | Eastern Coun-ties. |
|--------------------------------|-------------|-----------------|-----------------|------------|--------------------|
| India House.....               | 2 0         | 3 4             | 2 0             | 0 8        | 0 8                |
| Kennington, the horns....      | 2 8         | 3 4             | 1 0             | 1 4        | 2 4                |
| Kennington, Com. church..      | 3 0         | 3 8             | 0 8             | 1 4        | 2 4                |
| Kensington crge. en. Hyd.pk    | 3 0         | 2 4             | 2 8             | 3 8        | 3 8                |
| Kennington turnpike.....       | 2 8         | 3 8             | 1 0             | 1 4        | 2 4                |
| Ditto lane, vauxhall st..      | 2 4         | 3 4             | 0 8             | 1 8        | 2 4                |
| Kensington Gore, hafwy house   | 2 4         | 2 4             | 2 0             | 3 0        | 3 4                |
| Ditto Gravel pits.....         | 2 4         | 1 4             | 3 0             | 3 8        | 3 8                |
| Kentish Town, Traf. place..    | 1 0         | 2 4             | 3 8             | 2 8        | 2 4                |
| King's Cross, New road....     | 0 8         | 2 0             | 3 0             | 2 0        | 1 8                |
| King street, Guildhall.....    | 2 0         | 3 0             | 2 8             | 0 8        | 1 0                |
| Knightsbridge Wilton pice.     | 2 0         | 1 8             | 1 8             | 2 8        | 3 0                |
| Knightsbridge, Sloan street    | 2 0         | 1 8             | 1 8             | 2 8        | 3 0                |
| Lambeth palace.....            | 2 4         | 3 0             | 1 4             | 1 4        | 2 0                |
| Lad lane, swan with 2 necks    | 1 8         | 3 0             | 2 4             | 0 8        | 1 0                |
| Lamb's, Condt. st. Gt. Or.st.  | 0 8         | 2 4             | 2 4             | 1 8        | 1 8                |
| Leicester square.....          | 1 4         | 2 0             | 1 8             | 2 0        | 2 4                |
| Lincoln's Inn Fields.....      | 1 0         | 2 4             | 2 0             | 1 4        | 1 8                |
| London & Southamp.railway      | 2 8         | 3 0             | ..              | 2 0        | 2 8                |
| London Bridge Wharf.....       | 2 0         | 3 4             | 2 0             | 0 8        | 1 0                |
| Long Acre, St. Martin's lane   | 1 0         | 2 0             | 1 8             | 1 8        | 2 0                |
| Long Lane, Charterhouse st.    | 1 8         | 2 8             | 2 4             | 1 0        | 1 0                |
| Manchester Square.....         | 1 4         | 1 0             | 2 4             | 2 8        | 2 8                |
| Marsh Gate, Lambeth.....       | 2 0         | 2 8             | 1 4             | 1 0        | 2 0                |
| Mansion House.....             | 1 8         | 3 0             | 2 4             | 0 8        | 0 8                |
| Mill End Turnpike.....         | 3 0         | 4 0             | 3 0             | 1 4        | 1 4                |
| Montague Square.....           | 1 4         | 1 0             | 2 4             | 3 0        | ..                 |
| Moorfields, Ropemaker st..     | 2 0         | 3 4             | 2 8             | 1 0        | 0 8                |
| Moorfields, Fore street....    | 2 0         | 3 4             | 2 4             | 0 8        | 0 8                |
| Moorgate street, Lond.Wall     | 1 8         | 3 4             | 2 4             | 0 8        | 0 8                |
| New road, Harley street...     | 0 8         | 1 0             | 2 4             | 2 4        | 2 8                |
| Ditto Tot. court road..        | 0 8         | 1 8             | 2 4             | 2 4        | 2 4                |
| Newington Butts, Eleph.&C.     | 2 4         | 3 4             | 1 4             | 1 0        | 1 8                |
| New road, Paddington chap.     | 1 4         | 0 8             | 2 8             | 3 0        | 3 0                |
| Old Bailey.....                | 1 8         | 2 8             | 2 4             | 1 0        | 1 4                |
| Oxford street, Pantheon...     | 1 0         | 1 4             | 2 4             | 2 4        | 2 4                |
| Oxford st., Tottenham ct.rd.   | 1 4         | 1 8             | 2 0             | 2 0        | 2 0                |
| Park lane, Grosvenor street.   | 1 8         | 1 4             | 2 0             | 2 0        | 3 0                |
| Pentonville, St. James's ch.   | 0 8         | 2 4             | 3 0             | 2 0        | 1 8                |
| Piccadilly, Ranger's lodge..   | 1 8         | 1 8             | 2 0             | 2 4        | 2 8                |
| Piccadilly, Burlington arcade  | 1 4         | 1 8             | 1 8             | 2 4        | 2 4                |
| Pimlico, Eccleston street...   | 2 4         | 2 0             | 1 8             | 2 0        | 3 0                |
| Portland st., N. Cavendish st. | 0 8         | 1 4             | 2 4             | 2 4        | 2 8                |
| Portman square.....            | 1 4         | 1 0             | 2 4             | 2 8        | 2 8                |
| Queen's square, Bloomsbury     | 1 0         | 2 4             | 2 4             | 1 8        | 2 0                |

| FROM                          | Birmingham. | Great West-ern. | South West-ern. | Brigh-ton. | Eastern Coun-ties. |
|-------------------------------|-------------|-----------------|-----------------|------------|--------------------|
| Queen's sgr., Westminster     | 2 0         | 2 4             | 1 8             | 1 8        | 2 8                |
| Ratcliffe Highway.....        | 3 0         | 4 0             | 3 8             | 1 4        | 1 4                |
| Regent Circus, Oxford street  | 1 0         | 1 4             | 2 4             | 2 4        | 2 4                |
| Russel Square.....            | 0 8         | 2 0             | 2 4             | 1 8        | 2 0                |
| Red Lion, Strand.....         | 1 4         | 2 4             | 2 0             | 1 4        | 1 8                |
| St. James's Palace.....       | 1 8         | 2 0             | 2 0             | 2 0        | 2 4                |
| St. Paul's, Ludgate hill....  | 1 8         | 2 8             | 2 4             | 1 0        | 1 4                |
| Shoreditch church.....        | 2 0         | 3 4             | 3 0             | 1 4        | 0 8                |
| Smithfield.....               | 1 8         | 2 8             | 2 4             | 1 0        | 1 0                |
| Snow hill, King's arms....    | 1 4         | 2 8             | 2 4             | 1 0        | 1 4                |
| Soho Square.....              | 1 0         | 1 8             | 2 0             | 2 0        | 2 0                |
| Somerset House.....           | 1 4         | 2 4             | 2 0             | 1 4        | 2 0                |
| Sessions House, Clerkenwell   | 1 4         | 2 8             | 2 8             | 1 4        | 1 4                |
| Southwark Bridge.....         | 2 0         | 3 0             | 2 0             | 0 8        | 1 0                |
| St. Luke's Hospital.....      | 1 8         | 3 0             | 3 0             | 1 4        | 1 0                |
| Stones end, Borough.....      | 2 4         | 3 4             | 1 8             | 0 8        | 1 4                |
| Temple Bar.....               | 1 4         | 2 4             | 2 0             | 1 4        | 1 8                |
| The Tower.....                | 2 4         | 3 4             | 2 8             | 1 0        | 1 0                |
| Vauxhall Bridge Surrey side   | 2 4         | 2 8             | 0 8             | 1 8        | 2 8                |
| Victoria Theatre.....         | 1 8         | ..              | 1 4             | ..         | 1 8                |
| Waterloo Bridge, Surrey side  | 1 4         | 2 4             | 1 8             | 1 0        | 1 8                |
| Watling street, Queen street  | 1 8         | 3 0             | 2 0             | 1 0        | 1 0                |
| Westminster Ab., West door    | 1 8         | 2 4             | 1 4             | 1 8        | 2 4                |
| Westminster Bridge centre..   | 1 8         | 2 4             | 1 4             | 1 8        | 2 0                |
| Whitechapel.....              | 2 8         | 3 8             | 2 8             | 1 0        | 0 8                |
| White Conduit House....       | 1 0         | 2 4             | 3 4             | 2 0        | 1 8                |
| Zoological gard. Regent's pk. | 1 4         | 2 0             | 3 4             | 3 4        | 3 4                |

N. B. The above Fares being calculated from the respective stands, the charges will vary when parties are taken up at other places. The fares to and from the railways are measured from the *entrances*, and an increase may be claimed when the vehicle is called from any neighbouring stand, or when it enters the yard, to take up or set down.

FARES BY TIME.—For any Time not exceeding thirty minutes, 8d.; above thirty minutes and not exceeding forty-five, 1s.; above forty-five minutes and not exceeding one hour, 1s. 4d.; and so on at the rate of 4d. for every fifteen minutes, or fractional part of fifteen minutes.

The driver may charge by time or distance, but not for both.  
A two-horse coach charged one-half more.



# BIRMINGHAM CAB FARES

FROM THE RAILWAY STATION, CURZON STREET,

| TO                             | s | d | TO                              | s | d |
|--------------------------------|---|---|---------------------------------|---|---|
| Albion hotel .....             | 1 | 0 | Icknield bridge, Monumt-rd      | 2 | 0 |
| Botanic gardens, Edgbaston     | 2 | 6 | News room .....                 | 1 | 0 |
| Bell inn, Bristol road .....   | 1 | 6 | Old square, Stork hotel         | 1 | 0 |
| Brmng. Canal off. Paradise-st  | 1 | 0 | Post office .....               | 1 | 0 |
| Crescent (any part) .....      | 1 | 6 | Plough & Harrow, Hagley rd      | 2 | 6 |
| Dee's Royal hotel .....        | 1 | 0 | Swan hotel .....                | 1 | 0 |
| Deaf & Dumb Institutions ..    | 2 | 6 | St. Martin's church .....       | 1 | 0 |
| Deritend bridge .....          | 1 | 0 | St. Philip's ch. (Dee's hotel)  | 1 | 0 |
| Edg baston church, by Bris. rd | 2 | 6 | St. George's church .....       | 1 | 0 |
| „ by Broad street              | 3 | 0 | St. Mary's chapel .....         | 1 | 0 |
| Edgbaston, Wellington st.      | 2 | 0 | St. Paul's chapel, Ludgate hill | 1 | 6 |
| Fair View House, Hagley rd     | 2 | 6 | Sand pits Tollgate .....        | 2 | 0 |
| Five ways Tollgate .....       | 2 | 0 | Trinity chapel, Deritend        | 1 | 6 |
| Free school, New street .....  | 1 | 0 | Town Hall .....                 | 1 | 0 |
| General Hospital .....         | 1 | 0 | Theatre .....                   | 1 | 0 |
| Hen and Chickens hotel .....   | 1 | 0 |                                 |   |   |

The Omnibus charge is 6d each to or from the station and the centre of the town. All the principal hotels and inns are within 1 mile of the station.

# BRISTOL FLY FARES

FROM THE GREAT WESTERN RAILWAY STATION,

| TO                             | s | d | TO                            | s | d |
|--------------------------------|---|---|-------------------------------|---|---|
| Bell Vue, Clifton .....        | 4 | 8 | King's parade .....           | 1 | 8 |
| Berkeley square .....          | 1 | 0 | Lawford's gate, Bridewell     | 1 | 0 |
| Blackbird's gate, Staplethn rd | 8 | 0 | Montague parade .....         | 1 | 4 |
| Bottom of Horfield road .....  | 1 | 0 | Mr. Tyndal's gate .....       | 1 | 4 |
| Bottom of Park street .....    | 1 | 0 | 1 Mile stone, Glo'ster road   | 1 | 8 |
| College street .....           | 1 | 0 | 1 Mile stone at Baptist mills | 1 | 8 |
| Com. pound, Durham down        | 2 | 0 | Opposite Mr. Walker's house,  |   |   |
| Cross roads, Glo'ster road     | 1 | 4 | Redland .....                 | 2 | 0 |
| Cumberland basin .....         | 1 | 8 | Public house called the Glass |   |   |
| Dowry parade .....             | 1 | 8 | house, Lawrence hill .....    | 1 | 4 |
| Glo'ster row, by Richmd. ter   | 2 | 0 | Redland court, thro' Stoke's  |   |   |
| Glo'ster hotel, Hotwells ..... | 1 | 8 | croft .....                   | 8 |   |
| Great Western Cotton works     | 1 | 8 | Rownham Ferry, by N gaol      | 1 | 8 |
| Hotwell house, .....           | 2 | 0 | Royal Western hotel, Coll pl. | 1 | 0 |
| Hotwell house, via New Gaol    | 1 | 8 | Saville, by Richmond terrace  | 8 |   |
| House, called White Ladies     | 2 | 4 | St. Matthew's church .....    | 4 |   |
| Inns or coach offices in       |   |   | Top of Stoke's croft .....    | 0 |   |
| Bath st, Thomas st, High       | 1 | 0 | White hart, Linekiln lane     | 1 | 0 |
| st, Corn st, Wine street,      |   |   | Saville place, Berkeley place | 4 |   |
| Broadmead, or North st.        |   |   | Zoological gardens .....      | 2 | 4 |

One-third more than the above fares may be charged for every person exceeding three inside, or two inside and one outside

# MANCHESTER COACH & CAB FARES,

FROM THE  
LIVERPOOL, LEEDS, AND BIRMINGHAM RAILWAY  
STATIONS.

A Two-Horse charged one-third more than a One-Horse Coach

| FROM                             | Liverpool<br>Station,<br>Liverpool<br>road. | Leeds<br>Station,<br>Oldham<br>road. | Birming-<br>ham statn.<br>Store<br>street. |
|----------------------------------|---------------------------------------------|--------------------------------------|--------------------------------------------|
|                                  | 1 H. Cab.<br>s d s d                        | 1 H. Cab.<br>s d s d                 | 1 H. Cab.<br>s d s d                       |
| Albion Hotel, Piccadilly .....   | 1 41 0                                      | 1 00 9                               | 1 00 9                                     |
| Banks, to all in the town .....  | 1 00 9                                      | 1 00 9                               | 1 00 9                                     |
| Blackfriars' inn .....           | 1 00 9                                      | 1 41 0                               | 1 41 0                                     |
| Birmingham Railway station ..    | 1 81 3                                      | 1 41 0                               | .. ..                                      |
| Bolton Railway station .....     | 1 00 9                                      | 1 41 0                               | 2 82 0                                     |
| Bush inn, Deansgate .....        | 1 00 9                                      | 1 41 0                               | 1 00 9                                     |
| Cemetery, Ardwick .....          | 2 41 9                                      | 2 01 6                               | 2 82 0                                     |
| „ Harpurhey .....                | 3 02 3                                      | 1 81 3                               | 1 00 9                                     |
| „ Rusholme road .....            | 1 81 3                                      | 1 81 3                               | 2 82 0                                     |
| „ Cheetham hill .....            | 3 42 6                                      | 3 82 9                               | 1 41 0                                     |
| Clarence inn, Spring gardens ..  | 1 00 9                                      | 1 00 9                               | 1 41 0                                     |
| Commercial inn, Market street    | 1 00 9                                      | 1 00 9                               | 1 41 0                                     |
| Corn Exchange .....              | 1 00 9                                      | 1 00 9                               | 1 41 0                                     |
| Exchange, Market place .....     | 1 00 9                                      | 1 00 9                               | 1 41 0                                     |
| King's arms, Deansgate .....     | 1 00 9                                      | 1 41 0                               | 1 41 0                                     |
| Hayward's hotel, Bridge street   | 1 00 9                                      | 1 41 0                               | 1 41 0                                     |
| Leeds Railway station .....      | 2 01 6                                      | .. ..                                | 1 81 3                                     |
| Liverpool & Manchester railway   | .. ..                                       | 2 01 6                               | 1 81 3                                     |
| Mosley arms, Piccadilly .....    | 1 41 0                                      | 1 00 9                               | 1 00 9                                     |
| Piccadilly coach stand .....     | 1 41 0                                      | 1 00 9                               | 1 00 9                                     |
| Post Office, Brown street .....  | 1 00 9                                      | 1 00 9                               | 1 00 9                                     |
| Royal hotel, Mosley street ..... | 1 41 0                                      | 1 00 9                               | 1 00 9                                     |
| Rainbow tavern, Market street    | 1 00 9                                      | 1 00 9                               | 1 00 9                                     |
| Royal Institution .....          | 1 00 9                                      | 1 00 9                               | 1 00 9                                     |
| School for the Deaf and Dumb     | 1 81 3                                      | 3 02 3                               | 2 82 0                                     |
| Star inn, Deansgate .....        | 1 00 9                                      | 1 41 0                               | 1 41 0                                     |
| St. Ann's square Coach stand ..  | 1 00 9                                      | 1 00 9                               | 1 41 0                                     |
| St. Peter's Coach stand .....    | 1 00 9                                      | 1 00 9                               | 1 00 9                                     |
| Talbot inn, Market street .....  | 1 41 0                                      | 1 00 9                               | 1 00 9                                     |
| Thatched House tavern .....      | 1 00 9                                      | 1 00 9                               | 1 00 9                                     |
| Theatre Royal .....              | 1 00 9                                      | 1 00 9                               | 1 00 9                                     |
| Town Hall, King street .....     | 1 00 9                                      | 1 00 9                               | 1 00 9                                     |
| „ Salford .....                  | 1 00 9                                      | 1 81 3                               | 1 00 9                                     |
| Zoological Gardens .....         | 3 02 3                                      | 2 82 0                               | 0 02 3                                     |



## LIVERPOOL COACH AND CAR FARES

FROM THE

RAILWAY STATION, LIME STREET.

|                            | Coach |   |                            | Car |   |
|----------------------------|-------|---|----------------------------|-----|---|
|                            | s     | d |                            | s   | d |
| Abercromby-square....      | 1     | 6 | Childwall .....            | 5   | 0 |
| Adelphi hotel .....        | 1     | 0 | Clarence Dock (centre g)   | 2   | 6 |
| Aigburth Church .....      | 5     | 6 | Clayton-square .....       | 1   | 0 |
| Anfield lodge .....        | 3     | 0 | County House of Correc     | 3   | 0 |
| house .....                | 3     | 6 | Custom-house .....         | 1   | 6 |
| Angel hotel .....          | 1     | 0 | Duke-st, end Hanover-st.   | 1   | 0 |
| Ashfield .....             | 5     | 6 | end Berry-street ..        | 1   | 6 |
| Beacon's gutter .....      | 2     | 6 | Duke's-place .....         | 1   | 6 |
| Bedford-st, north of Aber- |       |   | Edge-hill Coffee House     | 2   | 0 |
| cromby-square .....        | 1     | 6 | Edge-lane hall .....       | 2   | 6 |
| south of ditto .....       | 2     | 0 | Everton village, west end  | 1   | 6 |
| Berry-st, end Knight-st    | 1     | 0 | field-road south ..        | 1   | 6 |
| Bevington-bush, top end    | 1     | 6 | Crescent .....             | 1   | 6 |
| Bold-st .....              | 1     | 0 | Netherfield-rd, south      | 2   | 0 |
| Bootle low rd, south end   | 3     | 0 | Ditto north end ..         | 2   | 6 |
| First Toll-bar .....       | 3     | 6 | St. Ann's hill .....       | 3   | 6 |
| Bootle Church & Village    | 5     | 0 | Fairfield, London-road     | 2   | 6 |
| Borough Gaol .....         | 2     | 0 | Falkner-st, end Bedford-s  | 1   | 6 |
| Botanic Garden (New)       | 2     | 6 | end Smithdown-lane,        | 2   | 0 |
| Boundary-street, Kirk-     |       |   | Falkner-terrace, Upper     |     |   |
| dale road, end of .....    | 2     | 6 | Parliament-st. ....        | 2   | 0 |
| Breck-lane, end White-     |       |   | Fox-st, end G. Homer-st.   | 1   | 6 |
| field-lane .....           | 2     | 6 | George's-pier .....        | 1   | 6 |
| Breck-house .....          | 3     | 6 | Gilead-house, Kensington   | 2   | 0 |
| Brook-ho, Smithdown-la     | 3     | 6 | Gloucester pl. (centre of) | 1   | 6 |
| Brougham-terrace .....     | 1     | 6 | Grinfield-street, Smith-   |     |   |
| Brownlo-st, end Dover-st   | 1     | 0 | down-lane .....            | 2   | 0 |
| Brownlow-hill .....        | 1     | 6 | Gt-Geo's-st, St James-st.  | 1   | 6 |
| Brunswick-dock (centre)    | 2     | 6 | Gt. Hallmer-st, end Fox-st | 1   | 6 |
| Cabbage-hall .....         | 3     | 0 | Gt. Mersey-st, Kirkdale    | 2   | 6 |
| Calderstones, Allerton..   | 6     | 0 | Gt. Oxford-st. N. southe.  | 2   | 0 |
| Canal Packet Station.      |       |   | north end .....            | 2   | 0 |
| Leeds-street .....         | 1     | 6 | Hanover-st, Duke-st ..     | 1   | 0 |
| Canning-st, N. Cemetery    | 1     | 6 | Canning-place .....        | 1   | 6 |
| Percy-street .....         | 1     | 6 | Heathfield-house .....     | 5   | 0 |
| Grove-street .....         | 2     | 0 | Hope-st, to Canniag-st     | 1   | 6 |
| Cattle Market (New) ..     | 3     | 6 | to Up. Parliament-st.      | 2   | 0 |
| Cemetery (New) .....       | 1     | 6 | Huskinson-st, Chatham-     |     |   |
| Chatham-street .....       | 2     | 0 | street .....               | 2   | 0 |
| Chester-st, Upper War-     |       |   | Islington-sq, end Shaw-st  | 2   | 0 |
| wick-street .....          | 2     | 0 |                            |     |   |

(OVER)

|                            | Coach |   |                            | Car |   |
|----------------------------|-------|---|----------------------------|-----|---|
|                            | s     | d |                            | s   | d |
| Kensington to Mr Carvers   | 1     | 6 | Seacombe-slip .....        | 1   | 6 |
| Queen's Arms Hotel....     | 1     | 6 | Seel-street .....          | 1   | 0 |
| Kirkdale, Liver inn....    | 2     | 6 | Shaw-street, Islington..   | 1   | 6 |
| Lark-hill (West Derby)     | 4     | 6 | Everton Brow .....         | 1   | 6 |
| Low-hill .....             | 1     | 6 | Smithdown lane, end of     |     |   |
| Marybone, end Gt. Cross    |       |   | Lodge-lane .....           | 2   | 6 |
| hall-street .....          | 1     | 0 | Soho-st, end W. Henry-st   | 1   | 0 |
| Moss-st, Islington-sq..    | 1     | 0 | South Shore (tall house)   | 3   | 0 |
| London-road .....          | 1     | 6 | Spekelands .....           | 2   | 6 |
| Mount-pleasant, end of     |       |   | Stanhope-street .....      | 2   | 0 |
| Hope-street .....          | 1     | 6 | St. Ann's Church .....     | 1   | 0 |
| Necropolis, Low hill ..    | 1     | 6 | St. Anthony's Chapel ..    | 2   | 0 |
| Netherfield-road North,    |       |   | St. James' Market .....    | 1   | 6 |
| Mr. Earle's house .....    | 2     | 0 | St. James' walk, Upper     |     |   |
| Newsham-house .....        | 2     | 6 | Parliament-street ..       | 2   | 0 |
| Oak-hill, Old Swan .....   | 4     | 6 | St. Martin's Market ..     | 1   | 6 |
| Old Swan .....             | 4     | 0 | St. Michael's Ch. Pitt-st. | 1   | 6 |
| Oxford-st, Crown st ..     | 2     | 0 | St. Patrick's Chapel, St.  |     |   |
| Paddington, half way up    | 1     | 6 | James' .....               | 2   | 0 |
| Park-lane, end Kent-st.    | 1     | 6 | Town-hall .....            | 1   | 6 |
| Parliament-st, Queensdk    | 2     | 6 | Toxteth-park, High-park    |     |   |
| Pembroke-place, end of     |       |   | Coffee house .....         | 2   | 6 |
| Ashton-street .....        | 1     | 0 | Lower park Coffee-h.       | 3   | 0 |
| Pythian-st, Low-hill (cen) | 1     | 6 | The Dingle .....           | 3   | 6 |
| Plumbe's-hall .....        | 2     | 6 | Herculaneumpottery         | 3   | 6 |
| Prince's dock, center ga.  | 2     | 0 | St. Michael's church       | 4   | 0 |
| Basin .....                | 2     | 6 | Fulwood lodge .....        | 4   | 6 |
| Queen's dock, Norfolk-st.  | 2     | 0 | Otterspool .....           | 5   | 0 |
| Queen's-square .....       | 1     | 0 | Tuebrook .....             | 3   | 6 |
| Railway Sta. Wapping..     | 2     | 0 | Vauxhall rd, end Leeds-st  | 1   | 0 |
| Ranelagh-place .....       | 1     | 0 | Burlington-st. ....        | 1   | 6 |
| Richmond-hill, Breck-la.   | 3     | 0 | Leigh bridge .....         | 2   | 0 |
| Rodney-st, Leese st ...    | 1     | 0 | Warwick-street, Park-rd    | 2   | 0 |
| Mount-pleasant .....       | 1     | 0 | Waterloo hotel .....       | 1   | 0 |
| Rodney-st, Duke-street     | 1     | 6 | Wavertree .....            | 4   | 0 |
| Roscommon-st, bot. end     | 1     | 6 | Wellington-road .....      | 2   | 6 |
| Netherfield rd, south      | 2     | 0 | West Derby Chapel ..       | 5   | 0 |
| Royal hotel .....          | 1     | 0 | West Derby-street ..       | 1   | 6 |
| Sandhill's-bridge .....    | 3     | 0 | Williamson-square ..       | 1   | 0 |
| Saracen's-head inn .....   | 1     | 0 | Windsor-st, Up. Hill-st    |     |   |
| Scotland-place .....       | 1     | 0 | Harrington .....           | 2   | 0 |
| Scotland-rd, Mile end ..   | 1     | 6 | Zoological Gardens ..      | 2   | 0 |

FARES.—The fare of every Carriage, being a Coach, for a distance not exceeding one thousand yards, one shilling; exceeding one thousand yards and not exceeding one thousand seven hundred yards, one shilling and sixpence; and for each seven hundred yards, or any intermediate distance, the additional sum of sixpence.—Car fares one-third less.



# LEEDS HACKNEY COACH FARES.

For Coaches with four wheels From 7 in the morning till 12 at night

## BY TIME.

|                                              |       |
|----------------------------------------------|-------|
| Not exceeding first quarter of an hour ..... | 1s 0d |
| Every succeeding quarter of an hour .....    | 0 6   |
| For every day not exceeding 12 hours .....   | 18 0  |

## BY DISTANCE.

|                                                                                             |     |
|---------------------------------------------------------------------------------------------|-----|
| Not exceeding two-thirds of a mile .....                                                    | 1 0 |
| Exceeding two-thirds of a mile, but not exceeding 1 mile 1                                  | 6   |
| For every distance not exceeding one-third of a mile after the first mile, additional. .... | 0 6 |
| For every passenger above four an addition of one-fourth of the whole fare. ....            |     |
| For every stoppage (after the 1st fare) to take 2 or more up 0                              | 6   |
| For every quarter of an hour waiting, after being called or sent for, additional .....      | 0 6 |
| Persons calling a Coach and not using it .....                                              | 1 0 |
| Coaches taken through a Tollgate where mileage is due, for every mile, additional .....     | 0 3 |

Where any Coach is sent for and not used, the sum charged to be according to the distance from the Stand or other place where engaged, to the place where sent to, with an additional charge for waiting, if any due.

Where the fare for any Coach, &c. with 4 wheels, amounts to 4s., or for any Car, &c. with two wheels, to 3s., the person or persons hiring the same to be at liberty to detain the same not exceeding one hour, and return again for half fare.

The driver or owner to be at liberty to charge either for time or distance, at his option.

Where any Coach or other carriage, with four wheels or two wheels, shall take up a fare, between the hours of 12 o'clock at night and 7 o'clock in the morning, (which the owner or driver may, at his option, elect or decline to do), such owner or driver shall be entitled to demand and receive double the fares above-mentioned; which fares shall be deemed a compensation for any reasonable luggage\* which the passenger may have with him.

The Omnibus charges are 6d. each to all parts of the town, with 112lbs. of luggage to each person.

\* This applies both to night and day fares.

# GLASGOW HACKNEY COACH FARES.

## ONE SHILLING FARES.—HALF MILE.

*From the stand at the Cross, to*

Sidney street, Gallowgate—High Church—Royal Exchange—South End of Old Bridge.

*From the stand, foot of Glassford street, to*

Foot of Jamaica street—St. George's Church—York street, Argyll street—Portland street, Carlton Place.

*From the stand, Gallowgate, near Saracen's Head Inn, to*  
Henrietta street, Gallowgate.

*From the stand, Maxwell street, to*

Mains street, Argyll street—Carlton Place—Brown street, Broomielaw—John street, George street—Renfield street, St. Vincent street.

*From the stand, West George street, near Renfield street to*  
Woodside street, Garscube road—Oswald street, Broomielaw—Albion street, George street.

*From the stand, south side of George Square, to*  
Cowcaddens Toll—North End of Glasgow Bridge—Blythswood Place—North End of Old Bridge.

*From the stand, Steam Boat Quay, to*  
Cranston Hill—North End of Glasgow Bridge.

## One Shilling and Sixpence—One mile.

*From the stand at the Cross, to*

St. Rollox, Monkland Canal—Gorbals Church Yard—East End of Sauchiehall road.

*From the stand, foot of Glassford street, to*

Port-Eglington—Clyde street, Broomielaw—Maitland street, Maxwellton place—Cowcaddens.

*From the stand, Gallowgate, near Saracen's Head Inn, to*  
York street, Argyll street—St. George's Church—Camlachie Toll—Foot of Jamaica street.

*From the stand, Maxwell street, to*

West End of Anderston—Cavalry Barracks—Steam Boat Quay—Port-Dundas road—Infirmary.

*From the stand, West George street, near Renfield street, to*  
Black Quarry Toll—Port-Eglington, West End of Anderston—South End of Hutcheson Bridge—Port Dundas.



*From the stand, south side of George Square, to  
Port Dundas—Monkland Canal Basin—Steam Boat Quay.*

*From the Stand, Steam Boat Quay, to  
George Square—Hutcheson Bridge—Eglinton street.*

### Two Shillings and Threepence.

ONE AND HALF MILE.

*From the stand at the Cross, to  
Botanic Gardens—Sighthill—Port-Eglinton—Steam Boat Quay  
—Rutherglen Bridge.*

*From the stand, Gallowgate, near Saracen's Head Inn, to  
West End of Anderston—Clyde street, Broomielaw.*

*From the stand, Maxwell street, to  
Sandyford Toll—Black Quarry Toll.*

*From the stand, West George street, near Renfield street, to  
Sandyford Toll—Whitevale.*

*From the stand, south side of George Square, to  
Botanic Garden—Lodge-my-Loons—Hamilton Hill.*

*From the stand, Steam Boat Quay, to  
Infantry Barracks—Blythswood Place—Kensington Place.*

### Two Shillings and Sixpence.

ONE AND THREE-QUARTERS MILE.

*From the stand at the Cross, to  
Shawfield Toll—Flemington—Port-Eglinton Toll—Sawmillfield.*

*From the stand, foot of Glassford street, to  
Strathbungo—Canntyne Toll—Sighthill—St. George's road.*

*From the stand, Gallowgate, near Saracen's Head Inn, to  
Finnieston road, Dumbarton road—Muirhouse Toll—Sighthill.*

*From the stand, Maxwell street, to  
St. George's road.*

*From the stand, West George street, near Renfield street, to  
Campbellfield, Gallowgate—Strathbungo—Barrowfield Toll.*

*From the stand, south side of George Square, to  
Sighthill—Strathbungo—Shawfield Printfield.*

*From the stand, Steam Boat Quay, to  
Port-Dundas—Garnethill—Green street, Great Hamilton st.*

## TABLE

### OF THE LATITUDES AND LONGITUDES,

And consequent Difference of Time, in *minutes* and *seconds*, compared with GREENWICH, of some of the principal Towns and Ports in the Empire; from which also the difference of time at any two places named in the Table, may readily be found.

### ENGLAND AND WALES.

| Names of Places, &c. | Latitude N. | Longitude | Time, fast or slow<br>as compared<br>with Greenwich |         |
|----------------------|-------------|-----------|-----------------------------------------------------|---------|
|                      |             |           | MIN.                                                | SEC.    |
| Bangor .. ..         | 53 14       | 4 6 w     | 16                                                  | 24 slow |
| Barnsley .. ..       | 53 34       | 1 32 w    | 6                                                   | 8 slow  |
| Bath .. ..           | 51 23       | 2 22 w    | 9                                                   | 28 slow |
| Berwick .. ..        | 55 47       | 2 0 w     | 8                                                   | 0 slow  |
| Birmingham ..        | 52 30       | 1 53 w    | 7                                                   | 32 slow |
| Bolton .. ..         | 53 35       | 2 26 w    | 9                                                   | 44 slow |
| Bridgewater ..       | 51 8        | 2 59 w    | 11                                                  | 56 slow |
| Brighton .. ..       | 50 50       | 0 8 w     | 0                                                   | 32 slow |
| Bradford, York       | 53 48       | 1 47 w    | 7                                                   | 8 slow  |
| Bristol .. ..        | 51 27       | 2 35 w    | 10                                                  | 20 slow |
| Buxton .. ..         | 53 15       | 1 55 w    | 7                                                   | 40 slow |
| Cambridge .. ..      | 52 13       | 0 6 e     | 0                                                   | 24 fast |
| Canterbury .. ..     | 51 18       | 1 4 e     | 4                                                   | 16 fast |
| Carlisle .. ..       | 54 53       | 2 54 w    | 11                                                  | 36 slow |
| Cheltenham .. ..     | 51 54       | 2 4 w     | 8                                                   | 16 slow |
| Chester .. ..        | 53 11       | 2 53 w    | 11                                                  | 32 slow |
| Coventry .. ..       | 52 24       | 1 30 w    | 6                                                   | 0 slow  |
| Croydon .. ..        | 51 23       | 0 7 e     | 0                                                   | 28 fast |
| Darlington .. ..     | 54 32       | 1 34 w    | 6                                                   | 16 slow |
| Derby .. ..          | 52 56       | 1 28 w    | 5                                                   | 52 slow |
| Dover .. ..          | 51 8        | 1 18 e    | 5                                                   | 12 fast |
| Duneness Lt. house   | .. ..       | 0 58 e    | 3                                                   | 52 fast |
| Durham .. ..         | .. ..       | 1 30 w    | 6                                                   | 0 slow  |
| Eddystone Lt. house  | 50 11       | 4 17 w    | 17                                                  | 8 slow  |
| Exeter .. ..         | 50 43       | 3 32 w    | 14                                                  | 8 slow  |
| Falmouth .. ..       | 50 9        | 5 4 w     | 20                                                  | 16 slow |
| Gloucester .. ..     | 51 52       | 2 14 w    | 8                                                   | 56 slow |
| Halifax .. ..        | 53 44       | 1 52 w    | 7                                                   | 28 slow |
| Holyhead .. ..       | 53 19       | 4 38 w    | 18                                                  | 32 slow |
| Hull .. ..           | 53 45       | 0 20 w    | 1                                                   | 20 slow |
| Ipswich .. ..        | 52 4        | 1 8 e     | 4                                                   | 32 fast |
| Lancaster .. ..      | 54 3        | 2 47 w    | 11                                                  | 8 slow  |



## ENGLAND AND WALES.

| Names of Places, &c. | Latitude N. | Longitude | Time, fast or slow,<br>as compared<br>with Greenwich |         |
|----------------------|-------------|-----------|------------------------------------------------------|---------|
|                      |             |           | MIN.                                                 | SEC.    |
| Land's End ..        | 50 5        | 5 43 w    | 22                                                   | 52 slow |
| Leeds .. ..          | 53 48       | 1 34 w    | 6                                                    | 16 slow |
| Leicester .. ..      | 52 38       | 1 8 w     | 4                                                    | 32 slow |
| Lincoln .. ..        | 53 14       | 0 33 w    | 2                                                    | 12 slow |
| Liverpool .. ..      | 53 25       | 2 59 w    | 11                                                   | 56 slow |
| Lizard Light ..      | 49 57       | 5 13 w    | 20                                                   | 52 slow |
| London, Saint Paul's | 51 31       | 0 5 w     | 0                                                    | 22 slow |
| Macclesfield ..      | 53 16       | 2 8 w     | 8                                                    | 32 slow |
| Manchester ..        | 53 29       | 2 13 w    | 8                                                    | 52 slow |
| Merthyr Tydvil ..    | 51 44       | 3 22 w    | 13                                                   | 28 slow |
| Newcastle-on-Tyne    | 54 59       | 1 37 w    | 6                                                    | 28 slow |
| Northampton ..       | 52 14       | 0 54 w    | 3                                                    | 36 slow |
| Norwich .. ..        | 52 38       | 1 18 E    | 5                                                    | 12 fast |
| Nottingham ..        | 52 58       | 1 9 w     | 4                                                    | 36 slow |
| Oxford .. ..         | 51 45       | 1 15 w    | 5                                                    | 1 slow  |
| Plymouth .. ..       | 50 23       | 4 7 w     | 16                                                   | 29 slow |
| Portsmouth ..        | 50 47       | 1 6 w     | 4                                                    | 24 slow |
| Preston .. ..        | 53 46       | 2 41 w    | 10                                                   | 44 slow |
| Ramsgate .. ..       | 51 21       | 1 24 E    | 5                                                    | 36 fast |
| Rochdale .. ..       | 53 37       | 2 9 w     | 8                                                    | 36 slow |
| Rugby .. ..          | 52 22       | 1 15 w    | 5                                                    | 0 slow  |
| Scarborough ..       | 54 17       | 24 w      | 1                                                    | 36 slow |
| Selby .. ..          | 53 47       | 1 3 w     | 4                                                    | 12 slow |
| Shields .. ..        | 55 0        | 1 26 w    | 5                                                    | 44 slow |
| Sheffield .. ..      | 53 23       | 1 30 w    | 6                                                    | 0 slow  |
| Southampton ..       | 50 54       | 1 24 w    | 5                                                    | 36 slow |
| Stafford .. ..       | 52 48       | 2 7 w     | 8                                                    | 28 slow |
| Stockport .. ..      | 53 25       | 2 9 w     | 8                                                    | 36 slow |
| Stockton-on-Tees     | 54 34       | 1 19 w    | 5                                                    | 16 slow |
| Sunderland .. ..     | 54 55       | 1 23 w    | 5                                                    | 32 slow |
| Wakefield .. ..      | 53 41       | 1 32 w    | 6                                                    | 8 slow  |
| Wigan .. ..          | 53 33       | 2 38 w    | 9                                                    | 52 slow |
| Winchester ..        | 51 4        | 1 19 w    | 5                                                    | 16 slow |
| Windsor .. ..        | 51 29       | 0 37 w    | 2                                                    | 28 slow |
| Wolverhampton ..     | 52 35       | 2 8 w     | 8                                                    | 32 slow |
| Worcester .. ..      | 52 12       | 2 13 w    | 8                                                    | 52 slow |
| Yarmouth .. ..       | 52 36       | 1 46 E    | 7                                                    | 4 fast  |
| York .. ..           | 53 58       | 1 6 w     | 4                                                    | 24 slow |
| ISLE OF MAN.         |             |           |                                                      |         |
| Douglas .. ..        | 54 11       | 4 30 w    | 18                                                   | 0 slow  |

## SCOTLAND.

| Names of Places, &c. | Latitude N. | Longitude | Time, fast or slow,<br>as compared<br>with Greenwich |         |
|----------------------|-------------|-----------|------------------------------------------------------|---------|
|                      |             |           | MIN.                                                 | SEC.    |
| Aberdeen .. ..       | 57 9        | 2 9 w     | 8                                                    | 36 slow |
| Arbroath .. ..       | 56 34       | 2 32 w    | 10                                                   | 8 slow  |
| Ayr .. ..            | 55 28       | 4 36 w    | 18                                                   | 24 slow |
| Dumbarton .. ..      | 55 57       | 4 34 w    | 18                                                   | 16 slow |
| Dumfries .. ..       | 55 4        | 3 35 w    | 14                                                   | 20 slow |
| Dundee .. ..         | 56 28       | 2 56 w    | 11                                                   | 44 slow |
| Edinburgh .. ..      | 55 58       | 3 10 w    | 12                                                   | 41 slow |
| Glasgow .. ..        | 55 52       | 4 17 w    | 17                                                   | 7 slow  |
| Greenock .. ..       | 55 57       | 4 45 w    | 19                                                   | 0 slow  |
| Inverness .. ..      | 57 31       | 4 9 w     | 16                                                   | 36 slow |
| Kelso .. ..          | 55 36       | 2 25 w    | 9                                                    | 40 slow |
| Kirkcudbright ..     | 54 50       | 4 4 w     | 16                                                   | 16 slow |
| Lanark .. ..         | 55 41       | 3 48 w    | 15                                                   | 12 slow |
| Leith .. ..          | 55 59       | 3 11 w    | 12                                                   | 44 slow |
| Linlithgow .. ..     | 55 58       | 3 36 w    | 14                                                   | 24 slow |
| Montrose .. ..       | 56 43       | 2 25 w    | 9                                                    | 40 slow |
| Paisley .. ..        | 55 51       | 4 27 w    | 17                                                   | 48 slow |
| Peebles .. ..        | 55 40       | 3 13 w    | 12                                                   | 52 slow |
| Perth .. ..          | 56 24       | 2 24 w    | 13                                                   | 36 slow |
| Port Patrick ..      | 54 50       | 5 4 w     | 20                                                   | 16 slow |
| Selkirk .. ..        | 55 33       | 2 51 w    | 11                                                   | 24 slow |
| Stirling .. ..       | 56 6        | 3 55 w    | 15                                                   | 40 slow |
| IRELAND              |             |           |                                                      |         |
| Armagh .. ..         | 54 21       | 6 37 w    | 26                                                   | 30 slow |
| Belfast .. ..        | 54 36       | 5 54 w    | 23                                                   | 36 slow |
| Cork .. ..           | 51 54       | 8 30 w    | 34                                                   | 0 slow  |
| Dublin .. ..         | 53 21       | 6 20 w    | 25                                                   | 22 slow |
| Dunmore Head ..      | 52 8        | 10 26 w   | 41                                                   | 44 slow |
| Drogheda .. ..       | 53 43       | 6 22 w    | 25                                                   | 28 slow |
| Kildare .. ..        | 53 10       | 6 56 w    | 27                                                   | 44 slow |
| Kilkenny .. ..       | 52 40       | 7 14 w    | 28                                                   | 56 slow |
| Limerick .. ..       | 52 39       | 8 35 w    | 34                                                   | 20 slow |
| Londonderry ..       | 55 0        | 7 16 w    | 29                                                   | 4 slow  |
| Portrush .. ..       | 55 12       | 6 36 w    | 26                                                   | 24 slow |
| Sligo .. ..          | 54 17       | 8 25 w    | 33                                                   | 40 slow |
| Tipperary .. ..      | 52 28       | 8 7 w     | 32                                                   | 28 slow |
| Waterford .. ..      | 52 16       | 7 9 w     | 28                                                   | 36 slow |
| Wexford .. ..        | 52 21       | 6 25 w    | 25                                                   | 40 slow |
| Wicklow .. ..        | 52 59       | 6 2 w     | 24                                                   | 8 slow  |



m Morning. a Afternoon.

| ☾ New Moon   | 1st day | SUNDAY.    |
|--------------|---------|------------|
| ☼ 1st Quar.  | 2nd day | MONDAY.    |
| ☾ Full Mo n. | 3rd day | TUESDAY.   |
| ☼ 2nd Quar.  | 4th day | WEDNESDAY. |
|              | 5th day | THURSDAY.  |
|              | 6th day | FRIDAY.    |
|              | 7th day | SATURDAY.  |

| JAN.        | S  | M  | T  | W  | T  | F  | S  |
|-------------|----|----|----|----|----|----|----|
| 1st Month   |    |    |    |    |    |    |    |
| ☼ 3, 8 10a  | 2  | 3  | 4  | 5  | 6  | 7  | 8  |
| ☼ 11, 15.4a | 9  | 10 | 11 | 12 | 13 | 14 | 15 |
| ☼ 19, 0.9 m | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| ☼ 26, 50.5a | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
|             | 30 | 31 |    |    |    |    |    |

| FEB.         | S  | M  | T  | W  | T  | F  | S  |
|--------------|----|----|----|----|----|----|----|
| 2d Month     |    |    |    |    |    |    |    |
| ☼ 2, 26.10m  | 6  | 7  | 8  | 9  | 10 | 11 | 12 |
| ☼ 10, 54.11a | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| ☼ 8, 41.11a  | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| ☼ 1, 5.4a    | 27 | 28 |    |    |    |    |    |

| MARCH        | S  | M  | T  | W  | T  | F  | S  |
|--------------|----|----|----|----|----|----|----|
| 3rd Month    |    |    |    |    |    |    |    |
| ☼ 4, 22.11a  | 6  | 7  | 8  | 9  | 10 | 11 | 12 |
| ☼ 12, 29.6a  | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| ☼ 19, 42.10a | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| ☼ 26, 57.1a  | 27 | 28 | 29 | 30 | 31 |    |    |

| APRIL        | S  | M  | T  | W  | T  | F  | S  |
|--------------|----|----|----|----|----|----|----|
| 4th Month    |    |    |    |    |    |    |    |
| ☼ 2, 30.6a   | 3  | 4  | 5  | 6  | 7  | 8  | 9  |
| ☼ 10, 31.10a | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| ☼ 18, 32.6a  | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| ☼ 24, 28.11a | 24 | 25 | 26 | 27 | 28 | 29 | 30 |

| MAY          | S  | M  | T  | W  | T  | F  | S  |
|--------------|----|----|----|----|----|----|----|
| 5th Month    |    |    |    |    |    |    |    |
| ☼ 2, 46.0a   | 8  | 9  | 10 | 11 | 12 | 13 | 14 |
| ☼ 10, 38.11m | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| ☼ 17, 10.0a  | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| ☼ 24, 39.6m  | 29 | 30 | 31 |    |    |    |    |

| JUNE         | S  | M  | T  | W  | T  | F  | S  |
|--------------|----|----|----|----|----|----|----|
| 6th Month    |    |    |    |    |    |    |    |
| ☼ 1, 51.6m   |    |    |    | 1  | 2  | 3  | 4  |
| ☼ 8, 14.10a  | 5  | 6  | 7  | 8  | 9  | 10 | 11 |
| ☼ 15, 62.4a  | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| ☼ 22, 22.9a  | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| ☼ 30, 41.11a | 26 | 27 | 28 | 29 | 30 |    |    |

QUARTERLY  
TERMS.

|                |         |            |
|----------------|---------|------------|
| Ladyd. 25 Mar  | 1st day | SUNDAY.    |
| Mids. 24 June  | 2nd day | MONDAY.    |
| Mich. 26 Sept  | 3rd day | TUESDAY.   |
| Chris. 25 Dec. | 4th day | WEDNESDAY. |

| JULY        | S  | M  | T  | W  |
|-------------|----|----|----|----|
| 7th Month   |    |    |    |    |
| ☼ 8, 1.7m   | 3  | 4  | 5  | 6  |
| ☼ 14, 5.10a | 10 | 11 | 12 | 13 |
| ☼ 22, 57.10 | 17 | 18 | 19 | 20 |
| ☼ 30, 42.2a | 24 | 25 | 26 | 27 |
|             | 31 |    |    |    |

| AUG.        | S  | M  | T  | W  |
|-------------|----|----|----|----|
| 8th Month   |    |    |    |    |
| ☼ 6, 45.2a  | 7  | 8  | 9  | 10 |
| ☼ 13, 22.5m | 14 | 15 | 16 | 17 |
| ☼ 21, 14.2a | 21 | 22 | 23 | 24 |
| ☼ 29, 29.3a | 28 | 29 | 30 | 31 |

| SEPT.       | S  | M  | T  | W  |
|-------------|----|----|----|----|
| 9th Mon.    |    |    |    |    |
| ☼ 4, 15.10a | 4  | 5  | 6  | 7  |
| ☼ 11, 58.3a | 11 | 12 | 13 | 14 |
| ☼ 19, 34.6a | 18 | 19 | 20 | 21 |
| ☼ 27, 5.3a  | 25 | 26 | 27 | 28 |

| OCT.         | S  | M  | T  | W  |
|--------------|----|----|----|----|
| 10th Mon.    |    |    |    |    |
| ☼ 4, 24.6m   | 2  | 3  | 4  | 5  |
| ☼ 11, 41.6a  | 9  | 10 | 11 | 12 |
| ☼ 19, 12.11a | 16 | 17 | 18 | 19 |
| ☼ 27, 41.0a  | 23 | 24 | 25 | 26 |
|              | 30 | 31 |    |    |

| NOV.        | S  | M  | T  | W  |
|-------------|----|----|----|----|
| 11th Mon.   |    |    |    |    |
| ☼ 2, 8.4aft | 6  | 7  | 8  | 9  |
| ☼ 10, 15.1m | 13 | 14 | 15 | 16 |
| ☼ 18, 29.3a | 21 | 22 | 23 | 24 |
| ☼ 25, 59.8a | 27 | 28 | 29 | 30 |

| DEC. 12m    | S  | M  | T  | W  |
|-------------|----|----|----|----|
| ☼ 2, 15.4m  |    |    |    |    |
| ☼ 9, 24.10a | 4  | 5  | 6  | 7  |
| ☼ 17, 46.6a | 11 | 12 | 13 | 14 |
| ☼ 24, 45.4a | 18 | 19 | 20 | 21 |
| ☼ 31, 2.7a  | 25 | 26 | 27 | 28 |